



# Documentation of Public Workshop

## **Project Location**

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

## **Project Limits**

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

## **Workshop Location**

Fredericksburg High School  
Gymnasium  
1107 S State Hwy 16  
Fredericksburg, TX, 78624

## **Workshop Date and Time**

September 24, 2018  
4 p.m. to 7 p.m.

## **Translation Services**

Spanish translator available

## **Presenters**

N/A

## **Elected Officials in Attendance**

Linda Langerhans, Mayor of Fredericksburg  
Jerry Luckenbauch, Fredericksburg City Council Member  
Gary Neffendorf, Fredericksburg City Council Member  
Donnie Schuch, Gillespie County Commissioner, Precinct 4  
Mark Cornett, FISD Board of Trustee

## **Total Number of Public Attendees (approx.)**

272

## **Number of Commenters**

188

## **Contents**

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## I. Overview

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

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

The Fredericksburg Relief Route Study will identify and evaluate route options in order to develop a locally preferred option that reflects community values and is consistent with the minimum requirements agreed to by TxDOT, the City of Fredericksburg, and Gillespie County. Once identified, the locally preferred option would be the starting point for any future phases of project development, including a detailed environmental study, should the project advance. Workshop attendees were encouraged to provide written feedback about the possible relief route and participate in an online, interactive survey. A summary of the written comments received is included in **Appendix A**. A summary of the online survey results is included in **Appendix B**.

## II. Workshop Information

The workshop was held from 4 p.m. to 7 p.m. on September 24, 2018, in the gymnasium of the Fredericksburg High School at 1107 S State Hwy 16 in Fredericksburg. The purpose of the workshop was to provide attendees with an interactive opportunity to learn more about the relief route study, view conceptual route options (developed from suggestions received at the May 31st workshop), and see how public input was used to refine the goals and objectives of the project.

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

- Fliers distributed by all Fredericksburg ISD schools (sent home with students)
- Fliers distributed through local businesses known to be frequented by area residents
- Newspaper advertisements in the Fredericksburg Standard
- Social media posts on Twitter and Facebook
- City of Fredericksburg and Gillespie County calendar events News release
- TxDOT.gov Public Hearings, Meetings and Notices Posting

Approximately 272 members of the public, including six task force members and one media representative, registered their attendance by signing in at the workshop. Sign-in sheets are included in **Appendix D**.

Upon arrival, attendees were provided with a letter from Gillespie County Task Force Chairman Kory Keller, which outlined the purpose of the study and the goals of the public workshop. A brief video in which Keller presented the information contained in the letter was played on a continuous loop throughout the entire workshop. Attendees were also

provided a fact sheet, frequently asked questions document, information about the right of way acquisition process, and a comment form. Copies of the written comments received in response to the workshop are included in **Appendix E**.

Workshop materials included informational boards and maps displaying conceptual route options (developed from suggestions received at the May 31st workshop). Attendees were invited to draw their suggested routes on the maps and to use Post-It Notes to provide any additional comments and feedback on the maps. Attendees were also able to see how public input was used to refine the goals and objectives of the project. Copies of the workshop handouts, display boards and maps are included in **Appendix** . Post workshop outreach materials are included in **Appendix G**.

### **III. Comments and Responses**

A total of 113 comments (emails, letters, comment forms) were received in response to the public workshop. These 113 comments provided input from 188 commenters.

Feedback included:

- "In looking at the map, route #1 looks to be the best for all concerned. Route #10 goes through subdivisions and is too close to town."
- "In my opinion Routes 7-8-9 & 11 are still too close to town."
- "Please move this as far out as possible to allow Fredericksburg to expand within the loop."
- "I am against the bypass."
- "Balanced access (Route 10/9) accomplishes the goal of traffic relief and at the same time allows the city to benefit our residents from tourist's dollars."
- "Although it seems obvious that the shorter routes would involve less cost, how that relates to specific tax payers isn't clear."

### **IV. Survey**

A total of 310 people participated in the online survey, either while at the workshop or from other locations after the workshop. Sixteen participants made statements in support of the potential relief route, while 8 stated they did not support this potential relief route. Eighty-eight people who took this survey didn't make a statement either way, yet did provide a suggestion on the routes. Participants were most concerned with personal property being affected by conceptual routes shown. Cost of the potential relief route and distance from town were also of concern from those taking the survey. A full summary of the survey results is included in **Appendix B**.

### **V. Post-Workshop Outreach and Project Modifications**

After the workshop, participants were sent an email thanking them for attending and explaining how they could submit a comment or take the online survey.

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

Comments received as a result of the workshop have been reviewed and considered.

## **Appendix A**

Comment/Response Matrix

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
1	Allison, Charlotte	10/8/2018	Email	"In looking at the map, route #1 looks to be the best for all concerned. Route #10 goes through subdivisions and is too close to town."	Comment noted
				"We must keep our little community safe! Please help us to that end."	Comment noted.
2	Allison, Wayne	10/8/2018	Email	In favor of alternate route #1 or #3. Stated they "appear to be the safest" and "they are away from established neighborhoods."	Comment noted.
				Concerned with routes #6 and #10 due to noise, pollution, and high speeds near town. Also concerned about impacts to neighborhoods.	Comment noted
				Not in favor of route #10 because it's too close to town, goes through subdivisions and a construction company.	Comment noted
				Suggests using Friendship Lane for potential relief route.	Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.
3	Bertrand, Bradley	9/24/2018	Comment Form	"Bypass strongly needed for downtown."	Comment noted.
				"Need to make downtown redevelopment part of the study. This is an opportunity to make downtown more walkable. Main Street could be re-developed in a similar manner as downtown Bryan and other walkable small cities. Main Street should be two-way divided road with center parking aisle."	If the potential relief route is constructed, it is anticipated that existing Main Street would be removed from the State Highway System and jurisdiction of the roadway would be transferred to the City of Fredericksburg. At that time, the City would work with the community to establish a long-term vision for Main Street.
				"Getting car traffic off Main should be viewed as a way to preserve and enhance F'burg's historical character."	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
4	Blackwell, Charles	10/8/2018	Email	"The proposed route #3 would cut through the middle of my property which is on Hwy 87 South. My property is on the east side of the highway and the Pedernales River is my north boundary." "I am not in favor of this route passing through my property knowing the adverse effects . . ."	Comment noted.
				Stated that "there are two major draws that goes through the ranch which would require multiple bridges being built" and "there are also three families living near where the proposed route would go."	Comment noted.
				"The proposed road would cut off my access to the north side of my property and the river. This would require an access point onto Hwy 87 which would take even more of the property."	Comment noted.
				"Rumors of what the state is willing to offer for the property and the actual market value is extremely different."	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.
5	Bonn, Garret	9/27/2018	Letter	"I would first like to compliment you and the rest of the project team on the three public workshops that have been held to date relating to the Fredericksburg Relief Route Study. The information presented has been very helpful and I think I speak for the rest of the citizens of Fredericksburg and Gillespie County when I say the workshops have been a big help in understanding the scope and goals for this much needed project."	Comment noted.
				"I feel the route should be located to the north of the Pedernales River and east of the hills to the west of the City. Additionally, it appears to make sense to stay to the east of Live Oak Creek which runs along the base of the hills west of Fredericksburg. Due to existing single-family development and large hills in the segment between US 290W and US 87N, I also feel it makes the most sense to keep the relief route in the area of the National Guard Armory and the existing industrial area along the US 87N corridor."	Comment noted.
				Stated that "a number of the routes presented appear to have major issues" and provided a brief summary of those issues as they relate to the various route options.	Comment noted.
				Stated that it "makes the most sense to keep the route inside the airport and park" and	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				suggested a route consisting of a combination of segments 10 and 11 with some slight adjustments.	
				“Regarding the proposed cross section and ROW requirements for the roadway, I would also recommend alternatives be looked at to reduce the required ROW width. This includes minimizing the center median width, possibly by using barriers to separate opposing traffic. This should help reduce cost and minimize impacts to property owners.”	Comment noted.
				“I will be interested to see the results of the travel time analysis and cost vehicle miles traveled for the existing versus proposed routes and benefit cost ratios as I feel a large number of the longer route alternatives will be removed from consideration”	Over the course of the study, the field of route options will be reduced and a set of “primary route options” will be identified. Once identified, operational and travel time analyses will be performed (via computer-based traffic models). The modeling will be used to evaluate and compare the primary route options, and the results will be made available to the public.
6	Boos, Libby	10/7/2018	Email	Expressed concerned about Segment 6 and stated, “these concerns correlate with disruption of the Pedernales River, agricultural land use, deep rooted history of the land, and location of route alternatives.”	Comment noted.
				“Section 6 of the relief route would run along a portion of the Pedernales, bringing up question of environmental conservation. Building a large road next to a watershed disrupts local habitat for species living in and along the river basin.” Expressed concerns about potential impacts to the Guadalupe Bass and “other local species found in and around the river.” Also expressed concerns about impacts to the river and water quality should a hazardous materials spill occur as a result of tractor trailer truck crash.	If the current study leads to identification of a locally supported, locally 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, and identification of actions to avoid, minimize and mitigate environmental impacts.
				“Another environmental concern is pollutants from vehicle exhaust.”	An air quality analysis would be conducted in conjunction with the required environmental studies (referenced above).
				Expressed concern about access to and from farms, and the operational impacts that would result by bisecting “farmland that is still worked on a daily basis.”	Comment noted.
				Stated that Segment 6 “would run through what remains of the Boos family dairy farm, the longest continuously operating dairy in Gillespie County” and asked “how will the state of Texas compensate for taking away the history of a family who has been a part of Fredericksburg for over 150 years? That’s something that can’t be bought with money.”	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. Compensation cannot be provided for the sentimental value of the property.
				“It is smart to build a relief route further out of city limits to avoid having to build another relief	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				route in 10 or 20 years because these areas have become too congested." "Segment 1 is ideal for a route like the one just described."	
7	Bowersox, Jane	9/24/2018	Comment Form	"Please do not use #7 – goes over our house" or "#8 – cuts our subdivision in half".	Comment noted.
				"use Friendship Lane"	Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.
				"Think into future and move it out farther. Truckers will use it if they don't like Main St. Or use 12 to 11 to keep it easy"	Comment noted.
8	Bowersox, Richard and Jane	10/6/2018	Letter	"My wife and I are vehemently opposed to the routes that include Segments 3, 4, 5, 7, 8, and 9."	Comment noted.
				"Should our homes be confiscated for this highway construction, we all know the evaluation will be far below market value. Financially, losing our homes at a substantial loss will be devastating".	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.
				"What is equally important is the quality of life that must be surrendered if our home, property and serenity are destroyed."	Comment noted.
				"With good neighbors and being located about 4 miles from the conveniences of town, it is a short trip to satisfy our basic medical, hospital, shopping, restaurant and entertainment requirements. It would be VERY DIFFICULT for a retired couple to replace or reconstruct this utopia again anywhere else."	Comment noted.
				Expressed frustration that previous planning efforts were unsuccessful. Stated, "the lack of adequate planning and appropriate action by prior governing Officials now has our country dream homes and our futures in peril."	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				<p>"It is time to solve this truck route dilemma. We recommend a route closest to the city, OR a longer route that can be developed to disrupt the fewest homes." "We therefore, are not opposed to route segments 1 or 11."</p>	Comment noted.
				<p>"We appreciate the opportunity to be involved in this gravely important Route Study."</p>	Comment noted.
9	Brady, Linn and Beth	10/7/2018	Email	<p>"Routes 1, 3, 5 and 8 should be removed from consideration." "They clearly do not meet the first of the stated goals" and "they are outside the bounds of the original study area as presented to the community in November 2015."</p>	<p>The current Fredericksburg Relief Route Study was initiated in early 2018. With input from the Gillespie County Relief Route Task Force, a study area was defined for the current study and presented for public review at Public Workshop #1 (May 2018); thus, the study area for the current study is not the same as the study area for previous relief route studies.</p>
				<p>"The three-lane TxDOT design just doesn't work."</p>	<p>As currently envisioned, the relief route would consist of two main lanes in each direction (some portion of the facility would also include two-lane frontage roads).</p>
				<p>"Why are the only routes being considered bypassing town to the south?"</p>	<p>Preliminary traffic studies conducted in conjunction with the Relief Route Study show that greater benefit (more traffic relief) is realized by locating the facility south of existing Fredericksburg (rather than to the north).</p>
				<p>"If the route is to have limited crossings, how are the ranchers whose land is split to get from one part to the other."</p>	<p>Access to specific properties would be determined later in the preliminary schematic design stage of the project. Some options that would be considered include frontage roads, access roads to other local roadways, or a structure of some type that would elevate the roadway and provide sufficient space for the property owner to cross; however, each individual property will require evaluation to determine the method of access to be provided. Other options may also be considered depending on the specific site conditions. The preliminary design schematic will be developed as part of the current Relief Route Study but will not be initiated until after a recommended (locally-preferred) route option is identified. At this point, we anticipate beginning the schematic design in the Fall of 2019.</p>
				<p>"Rte 1 goes thru our living room and crosses a big portion of the rest of the property. Why is there a big swerve in Route 1 in the NW corner?"</p>	<p>Much of the curvature in the alignment of Route Segment 1 is the result of the terrain to the west and north of Fredericksburg. The terrain is especially hilly just north of US 290 near Loudon Road and south of US 290 near Hayden Ranch Road. The design criteria for the potential Relief Route limits how steep the pavement can be. To minimize the amount of cutting and excavation that would be required to achieve an acceptable pavement slope, the route weaves (curves) through lower spots in the terrain.</p>
				<p>"A major portion of Rte 1 is outside the study area, thus should not even be considered since folks that live outside the study area weren't inclined to pay a lot of attention since they supposedly wouldn't be affected."</p>	<p>The current Fredericksburg Relief Route Study was initiated in early 2018. With input from the Gillespie County Relief Route Task Force, a study area was defined for the current study and presented for public review at Public Workshop #1 (May 2018). At the May workshop, the public was asked to provide route suggestions. Many suggestions were received locating the relief route outside of the study area. Route Option 1 is representative of those suggestions.</p>

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				<p>“Our land is valuable”, “property has been a wildlife and land sanctuary for 22 years”, “Indian artifacts have been found on our property”, and “the property has several stands of native hickory trees which are not frequently found in the area and many huge, old live oak stands.”</p>	If the current study leads to identification of a locally-supported, locally-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, and identification of actions to avoid, minimize and mitigate environmental impacts.
				<p>“The shorter inner routes would cost less because there would be less right-of-way to purchase, fewer miles to pave and maintain, fewer big stream crossings and the topography is more conducive to cheaper construction.” Cited several other reasons supporting a preference for the inner routes (8, 9, and 11) rather than the outer routes (1, 3, and 5). These reasons included: “outer routes would disturb the wetlands of Live Oak Creek”, “the outer routes go through some of the few remaining areas in the study area covered with native trees”, “inner routes would disturb less land and fewer of the native animals”, “truckers will not be as inclined to take the really long routes”, and “outer routes fail the first of the 4 goals and objectives listed on the display boards at the 9/24/18 meeting.”</p>	Comment noted.
				<p>Expressed concern about the process, stating “need to talk to truckers as to which, if any, routes truckers would be loath to use and why”</p>	Comment noted.
				<p>“You created a poster advertising the meetings, but it was not distributed to folks in the country.” “We contacted our near neighbors and not a one of them knew of the Sept 24 meeting”</p>	A concerted effort was made by the City, County, Task Force and TxDOT to advertise the 9/24/18 public workshop and encourage community involvement. Efforts included distributing flyers announcing the workshop through the school district (flyers were sent home with students); distributing flyers through local businesses known to be frequented by local residents; placing display ads in the local newspaper; news releases about the workshop; posting notices on City, County and TxDOT websites; and use of email blast and social media posts.
				<p>"Given all the above, we would vote for Route 10-9 as it fits the criteria best and allows for some growth inside the loop." "If you have to have more growth room, Route 6-8 would come in as a second-best route but the problems listed at the beginning concerning a lack of transparency would exist for it."</p>	Comment noted.
10	Brecher, Allen	9/24/2018	Comment Form	<p>"Minimize ROW - move opposing rdwys closer together. Install barriers on median."</p>	Comment noted.
				<p>"Construct most feasible shortest route to reduce total cost."</p>	Comment noted.
				<p>"Need to consider travel time to go around city vs driving through town"</p>	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				"No continuous frontage roads except for land locked property." "Build as access limited roadway."	Comment noted.
11	Brunner, Gary	9/24/2018	Email	"It really doesn't make sense to slow traffic from Stonewall on westbound 290, for example, then step it up to 70 mph when going through town on the relief route. Giving those truckers the option to get around Fredericksburg at 70 mph makes all kinds of sense, but that can only happen if the relief route deviates from 290 (and 16 and 87) far enough out so that they're not required to slow down before they get to it."	Comment noted.
12	Brunner, Gary	9/24/2018	Comment Form	"I think the route that does the widest traverse around the urban area has the best chance of achieving the sought relief. The town is expanding fast, and by the time the relief route is completed, will be well past any route that is too close in."	Comment noted.
				"Also, keeping that speed limit at 70 mph will be the best enticement to get truckers to use it."	Comment noted.
				"I also think TexDOT should consider other alternatives to get heavy traffic around Gillespie County."	Comment noted.
13	Brunner, Gary	10/4/2018	Email	"Although it seems obvious that the shorter routes would involve less cost, how that relates to specific tax payers isn't clear." "Since land values are typically higher closer to town, acquisition could very well exceed the cost of acquiring more property farther out. So, the advantage to local taxpayers is unclear."	Comment noted.
				"The cost to Texas taxpayers for construction is appropriate, since providing more effective cargo transport routing from the east and south to the north and west is a benefit that goes well beyond Gillespie County. So, getting the most effective route around Fredericksburg, over the long term, should get equal or greater emphasis than merely choosing the cheapest route to build."	Comment noted.
				Indicated that supplies that are need by downtown merchants to service visitors "are usually delivered by trucks - sometimes large trucks. Providing a relief route around town will do nothing to mitigate this local truck traffic it will persist in and around Main Street."	Comment noted.
				"Secondly, since the urban area of Fredericksburg continues to expand, speed limits for traffic entering the town will get lower as safety issues dictate." "As heavy, large trucks approach the urban area, they will need to slow	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				down and perhaps even stop – well before getting to any relief route that is located too close in.”	
				“A better solution could possibly be to enhance existing north/northwest routes outside of Gillespie County, such as 71 from Austin and/or 83 from Junction.”	Comment noted.
				“Barring that, a relief route around Fredericksburg should be placed as far out as possible to ensure that it is effective over the long term. Given the current study area, that would be route 1.”	Comment noted.
14	Brunner, Sharon	9/24/2018	Comment Form	"As far out as possible (Rte #1) is important – keep trucks as far away from our quaint town core and its neighboring homes/communities. Divert trucks off 290 E at earliest opportunity and then have them join Hwy 87 out as far as possible."	Comment noted.
15	Brunner, Sharon	10/5/2018	Email	Stated "After much consideration, I support Route #1 as the best route for the proposed Fredericksburg Relief Route. Several of our neighbors gathered at our home on Royal Oaks Loop to go over the map of the relief options and to discuss the route. Many pros and cons of various routes were considered, but we strongly felt that Route #1 would best provide the truck/traffic relief needed for Main St." Ms. Brunner then cited specific reasons for supporting Route 1 including distance from the "Y" and the new conference center, "more conducive to the wide high-speed highway that is needed for the relief route to be successful", and less impact on existing neighborhoods.	Comment noted
				"Strongly against" routes #9 and #11.	Comment noted.
16	Burdett, Malcolm and Peggy	10/6/2018	Email	Expressed opposition ("strongly protest") to the Red Route due to impacts on their property. "It will go through the lower 50 acres of our farm."	Comment noted.
				Suggested the use of Friendship Lane.	Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
					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.
17	Campbell, David	9/28/2018	Email	Stated "I am writing to express my extreme concern with routes 7 and 8" and expressed concerns about how those routes would impact the Settler's Ridge subdivision.	Comment noted.
				"Route 7 will have a lessor impact on Settler's Ridge, but it would still be huge."	Comment noted.
				"Route 2/4 and Route 9 would be better too but they will still be ruining subdivisions, affecting Settler's Ridge and other homes."	Comment noted.
				"Route 11/12 or Route 1 would probably be best as they would affect the least number of homes. Route 11/12 should probably be the cheapest and have the least impact on property owners as it is the shortest route."	Comment noted.
				"However, I wish you all would look at a more palatable road than the one proposed. A limited access road as proposed divides properties, destroys homes and splits our community into various pockets because of the size and nature of the road. It also would be of limited value to Gillespie County residents except to get trucks off of Main Street."	Comment noted.
				"On the other hand, if we build a 45 mph inner loop around the city, utilizing existing roads where possible, we could have a road that not only gets trucks off main street, but would have utility for local residents who would be able to use it. It would also be far cheaper."	Comment noted.
				"If we need a 70 mph highway then route 1 would probably be the best as it would not affect many homeowners."	Comment noted.
18	Christenson, Raymond and Caryl	10/7/2018	Email	Stated that the Yellow (#6) Route "seems to be the most reasonable usable route of all of them".	Comment noted.
				Stated that "the plus" for the Red (#3) Route is "it creates a bridge over the river that has been needed for some time".	Comment noted.
				Owns property that would be impacted by the Blue (#1) Route. He indicated that the Blue Route would have "multiple conflicts" with the planned pipeline (including a conflict at the river	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				crossing). He indicated that crossing the river at this location would require a much longer bridge.	
				With regard to his property, he indicated "the river crossing would be well used as a bridge site. The impact on the rest of the homesite is a different matter."	Comment noted.
19	Conn, Jeanette Leyendecker	9/24/2018	Comment Form	Stated that her family homestead is near the intersection of SH 16 South and Leyendecker Road where her grandfather bought land and built a house 113 years ago. The house is still being used by the family. Stated "I would hate to have such a truck route cross this land" and "traffic noise can be very loud as it is."	Comment noted.
				"I would think Tivydale Road would be an easier route. I know nothing about the many other routes so really can't comment on them."	Comment noted.
20	Cook, Carol	10/5/2018	Letter	Opposed to locating the relief route "across Hayden Ranch Rd". Stated "It's too far out and would be more costly than a road closer in that is already a road, such as Upper Liveoak Rd."	Comment noted.
21	Crenwelge, Jane	10/9/2018	Email	"I can't believe you would spend millions of dollars to build a bypass around Fredericksburg - a town of about 10,000 - to satisfy a small number of people. I am sure half of the people living in the community could probably care less. The primary reason given for needing the bypass is the 18-wheeler traffic through town. But the statistics don't support this as a significant issue. There have only been 5 deaths along major highways within the Fredericksburg city limits (per inquiry with the Gillespie County Sheriff's Department). Another argument for the need for a bypass is that the volume of traffic is destroying the buildings on Main Street. However, there has not been a single scientific study cited as support of that assertion. It is only the opinion of those voicing it. I contend that it is only a very small but vocal minority that is in support of this project!!!!"	Comment noted.
				"Of the routes proposed - I am specifically opposed to Option #6 which would split my property in half and come within just a few feet of our home." She cited concerns about the effects of bisecting her property on farm and livestock operations, impacts on area wildlife, and impacts to property values. She also indicated that there would be a high probability of encountering Indian artifacts on her property.	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
22	Crenwelge, Kermit	9/24/2018	Comment Form	"I like route 3 (red)."	Comment noted.
				"Route 6 totally destroys my property, possibly move the route a bit further north so it avoids my property. This property has been passed down for generations (1850s). Please look at property that has been recently bought or a lot newer than my property (owned for fewer years than ours). There are a lot of pecan trees on my property. Don't destroy them."	Comment noted.
				Stated "I don't think you should build it," "the costs are prohibited," "a 4-lane highway is too expensive," and "TxDOT could use the money much more effectively in other parts of the State."	Comment noted.
				"The hype over the big trucks running through downtown is not truly realistic to the real world," and "The easy way out is to eliminate tourists."	Comment noted.
				"City people are benefitting; the country people suffer because they're supposed to give up their land."	Comment noted.
23	Crenwelge, Roy	9/24/2018	Comment Form	"If the main intent of a relief route is to take trucks off of Main Street, the idea of an interstate highway is not necessary. An interstate highway at proposed routes 10 and 12 would reduce the charm of the city and divide the multi-use fairgrounds from town."	Comment noted.
				"It would appear that a road designed like Friendship Lane would be adequate. It would save money by reducing the amount of property needed for a right of way, regardless of which routes are chosen."	Comment noted.
24	Danz, Shaun & Kristy	9/24/2018	Comment Form	"After attending the presentation, I feel the inside Routes Plan 10,11 & 12 should be heavily considered for the bypass construction."	Comment noted.
25	Darling, Carol	9/24/2018	Comment Form	"Route 1 way south of town is best."	Comment noted.
26	Dwarshus, Albert	(not dated)	Letter	"The route that crosses my property is Route 3, at Highway 290. It would divide my property by one half or one third (1/3) and two thirds (2/3) depending on its location." "Because of the proximity to the Pedernales River Bridge, I doubt if TxDOT would give me access to my property off highway 290. Since that would be the beginning of the route off Hwy 290 again access could be limited, greatly reducing the value and use of the property."	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				"In my opinion having a relief route so close to the Pedernales River Bridge would create a hazard for traffic on and off both roads. Coming from Fredericksburg going East, there is a curve, then the bridge and installing another road and stop light would be dangerous"	Comment noted.
				"Assuming you have a stop light at Highway 290 and the Relief Route and another at Highway 290, and Ranch Road 1376, that would cause a traffic problem. The distance between the two is not that far apart. There would be two stop lights about a half mile from one another. Also, it would virtually kill the use of Cain City Road on to highway 290."	Comment noted.
				"TxDOT extended the rebuilding of the [Pedernales River] Bridge three hundred feet East to deal with the erosion caused by flooding of the river. Why build a road with the potential of flooding."	Comment noted.
				"My recommendation would be to extend Friendship Lane to highway 290 and highway 87 N.	Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.
27	Eckhardt, Linda	(not dated)	Letter	"We are highly in disfavor and would like to discourage routes 1,2,3 and 4. Through these routes, there are homesteads dating back 150 years and there are active farming and ranching families of 5 and 6 generations that are still active in producing food and still running livestock for market, along with deer and wild game grazing. Families that live in this area have chosen to be out and away from town and the extra traffic. Putting a truck route through these ranches would be devastating."	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				“Route 1, 2 and 3 are more than twice the distance of the other routes which would add extremely to the cost of construction.” “Route 1 and 2 would also impair land owners to get to their river frontage.”	Comment noted.
				Stated “our town has grown and changed with more traffic around 7, 8 and 9. Route 9 already has more traffic existing which makes sense to keep the route in that area” and “growth and change has already happened in these areas with many businesses.” “It would make more sense to keep the route close to where businesses are since this area is already impacted with more traffic.”	Comment noted.
				“Route 11 is very favorable due to the shorter distance, keeping cost of construction down and capable of solving traffic problems within the city limits.”	Comment noted.
				“It just makes more sense to choose the routes with shorter distances. Route 1 or 2 or 3 should never been considered. Thank you for considering routes 7, 8, 9 and 11.”	Comment noted.
28	Eilers, Barbara and Buddy	10/8/2018	Email	Expressed opposition to Routes 7 and 8; stated these routes “would deeply impact the welfare and safety of my family.”	Comment noted.
				Stated “I have lived in Fredericksburg for most of my 73 years” and “I do not recall any major accidents or fatalities from the trucks coming down Main Street.”	Comment noted.
				“Fredericksburg must cater to the tourists and tourism that our city depends on. Please do not forget the early pioneers, farmers and ranchers who have worked many years to keep Fredericksburg and the surrounding area alive. Our land and resources are very valuable to the people of this community.”	Comment noted.
29	Feller, Candy and Happy	9/24/2018	Comment Form	“Please consider the elimination of route 7, 8, and 9. The entrance/exit from highway 87 interrupts historic rock homes and future nearby development. The loop will take years to complete and the city will continue to grow. These routes are too close to town.”	Comment noted.
				“The northwest 87 cluster (7,8, 9) is much closer in than the 290 East possibilities. At least go further out on NW 87!!! This is unfair. Growth is on both ends of town.”	Comment noted.
30		9/26/2018	Email	Explained that he and his wife are in the process of building their retirement home on Wilhelm	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
	Feller, James "Happy"			Road and "a couple of the options would slice through" their property.	
				"In driving in that area, and reviewing each option, it is my humble opinion the Gold Road option would be the most desirable and least costly."	Comment noted.
31	Feller, Happy	9/28/2018	Email	Stated, "Routes 7, 8 and 9 would pass through the property we recently purchased", "Route 7 and 8 split the property into two pieces completely destroying what we are building" and cut through Settler's Ridge, and "9 cuts off the front edge of the property we bought."	Comment noted.
				"In looking at all the routes, 11 makes sense if you can utilize Gold Road to extend through to 87."	Comment noted.
				"Next, I like route 1. With the fast growth of Fbg, a more outer loop/bypass makes the most sense in the long run."	Comment noted.
32	Foster, Katherine D.	10/7/2018	Email	Expressed concern about Route 1 (and indicated her concerns "can also be said of Route 3"). Cited concerns included: length ("which would make its construction the most expensive"); the need for an intersection with SH 16 in the vicinity of the Pedernales River ("there would seem to be no safe, logical way to provide an intersection"); and distance to town ("given the large distance between proposed route 1 and the town of Fredericksburg, it seems to me that the relief route would not provide any benefit to residents of Fredericksburg or a large portion of Gillespie County, and only help large truck traffic . . . A close-in route would benefit local residents and truckers").	Comment noted.
33	Fritz, Gerald	9/24/2018	Comment Form	"I feel changing parking angle on Main would and get rid of 10 feet in middle would certainly help - MAIN STREET AS IT IS TOTAL DISASTER TO DRIVE ON WEEKEND."	Comment noted.
34	Fritz, Glenda	9/24/2018	Comment Form	Stated, "Route 9 is not feasible" because of "elevation changes", impacts to small properties (including one house), engineering challenges, geology/sinkholes, and impacts to storage units and vet clinic.	Comment noted.
				"Go to the Route #1 or #3 - or #2 is even better."	Comment noted.
				"Routes closer to town would attract more trucks."	Comment noted.
35	Fritz, Susan and Kevin	9/24/2018	Comment Form	Indicated that their businesses (vet clinic and self-storage facility) would be impacted by Routes 11 and 9, respectively.	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				"In my opinion Routes 7-8-9 & 11 are still too close to town." Indicated that the area north of town is growing and "within a few years, this route will be too close".	Comment noted.
				"Cost of purchasing land and right aways in 7-8-9-11 will affect the largest majority of people." "I realize that right aways purchased at 1-3 need to take in consideration of accessibility of farmers and ranchers whose land is split by the loop."	Comment noted.
				"The biggest noise is being made by people in the tourist industry for this loop."	Comment noted.
				"Please take into consideration that these families that may be losing their businesses, homes or heritage have nothing to gain from this loop."	Comment noted.
36	Garza, Paul	9/28/2018	Email	"My issue is buying up land for the purpose of the route. You are buying family homes and property and it should be purchased as such and not as a right of way (ROW). It is not fair to those who own the land and homes to be unfairly taken advantage of because of poor planning on the part of city and county. IF a home and property is valued at FMV as a home do not discount it as ROW due to the route."	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.
37	Geistweidt, Mandy	9/24/2018	Comment Form	"Use Friendship Lane-originally proposed to be loop. You can make it work." "Stay close - use what is already there - Friendship."	Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.
				"If you go way out people will not come back to Fbg. for lodging or gas."	Comment noted.
				"The road will also disrupt critical habitat and waterways that can never be repaired. The Pedernales is a beautiful local tourist attraction that will be dirty and trashed."	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				"The noise and influence of a loop will change your quaint quiet Fredericksburg forever!"	Comment noted.
				"We own a business in town . . . our trucks will not travel 5 miles out and come back. They will travel straight through. 16 north still has no access.	Comment noted.
				"Larger problem is 290 and deaths as a whole."	Comment noted.
38	Gonzalez, John	9/24/2018	Comment Form	"Against Rt. #3. Affects 1/2 of our acreage."	Comment noted.
39	Gross, Carolyn	N/A	Letter	<p>Routes 9 and 11 "appear to me to make the most sense." "It seems that the path of least resistance would be the routes that are closest to town."</p> <p>"One might also assume that the cost of 9 or 11 would therefore be less of a burden on the tax payers. We are required to assume because there has not been a cost estimate associated with each route. Why is that?" "If you have a cost study related to each of these planned routes, please send them to me."</p> <p>"I want to strongly state that if this route is built it is be mandatory and enforced requiring commercial motor vehicles take this route unless they have a delivery in town."</p>	<p>Comment noted.</p> <p>Right-of-way and construction cost estimates will be developed as part of the Relief Route Study. Instead of developing cost estimates for all of the conceptual route options, many of which will be eliminated from consideration as the study progresses, estimates will only be prepared for the most viable route options. This approach stretches available study funding and ensures tax payer dollars are used responsibly.</p> <p>If a relief route is ultimately constructed, it would be part of the State Highway System maintained and operated by TxDOT. TxDOT does not have the legal authority to require trucks to use the facility.</p>
40	Hague, Brian	9/24/2018	Comment Form	"This was an excellent presentation of the issues and the computer questionnaire was outstanding!"	Comment noted.
41	Haight, Cameron	9/24/2018	Comment Form	"Please move this as far out as possible to allow Fredericksburg to expand within the loop. This means please do not select routes 7,8,9 & 11 at a minimum."	Comment noted.
42	Hartman, David	9/24/2018	Comment Form	<p>"There is no need to satisfy 70 mph traffic. Purpose of bypass is first to get trucks off Main Street and as such speed is not the objective."</p> <p>"There is no need to make it as wide as planned."</p> <p>"Remember this bypass is to get trucks off Main Street and NOT for economic development!"</p>	<p>US 290 is part of the United State 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 project 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. Although the design speed for the Fredericksburg Relief Route Study is 70 mph, if the facility is ultimately constructed, the posted speed would be determined based on a speed survey conducted in accordance with State law.</p> <p>Comment noted.</p> <p>Comment noted.</p>

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				"Consider segments that for example are the best option for connecting 290 to 290 and best options to connect 87 to 290. This may mean using 290 as part of the bypass."	Comment noted.
				"Fredericksburg is an agricultural community and many of the bypass options affect farmers"; "you are asking farmers to bear the brunt of this bypass and those same farmers will not benefit but, in fact, 'pay the bill' with family land."	Comment noted.
43	Hartman, David	9/24/18	Comment Form	"Regarding the options for the bypass route, most of the options affect farmland. This becomes an obvious choice simply because it is open space. In reality it is an unfair result to the end result of what a farmer does for this community. Use of family farmland is a dramatic and devastating impacts. It has far reaching impacts on the future of food production, in addition to consuming family farmland that will never be again used for that purpose. Bottom line- destroying farm land has not only near-term adverse effects but long term affects for ability of community to continue feeding people."	Comment noted.
44	Hartmann, James	9/28/2018	Email	"Everybody agrees that large trucks need to be re-routed around Main Street"	Comment noted.
				"City of Fredericksburg residents and Gillespie county residents will be asked to pay and sacrifice real estate for this project so the route should be as close to town as possible so that residence are able to use the newly constructed route."	Comment noted.
				"Future plans should include an entire loop around the city. Fredericksburg will continue to grow for the foreseeable future therefore a northern route should be included as a proposed 25-year plan."	Comment noted.
				"Why are so many large trucks with high loads coming through Fbg? Is there an issue with Interstate 10 which has them detoured?"	We are unaware of any construction zone or unusual condition that is pushing more truck traffic through Fredericksburg. The increase in traffic is a reflection of Texas' economic growth and development.
45	Hoban, Patty	10/4/2018	Email	" I am very concerned about any of the segments that run parallel to the Pedernales River. Even though segments 6 and 3 are technically 'outside' the flood plain, surely the massive flooding in Wimberley and Houston in the past few years are seared into our memories. Those were 1000-year floods, but they just recently happened. In light of that it seems like we'd be playing Russian Roulette to use segment 6 or 3."	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				<p>"It is well known that Indians camped by the Pedernales." "How can you ensure that you would not be disrupting old Indian camp groups?"</p>	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).
				<p>"I'm for the routes that are farthest from town (segment 1) or closest to town (segments 12, 9 and 11). If you are going to do this, get your money's worth and do it farthest away from town since Fredericksburg is growing so fast. On the other hand, it seems so much simpler, timelier, and less costly to use routes 12 and 9 or 11. The route closest to town would certainly alleviate traffic in town as many residents are apt to use it."</p>	Comment noted.
46	Hoban, Richard	10/3/2018	Email	<p>"...it seems to me that the logical and best options would be those either the closest to town/shortest overall length or the furthest from town/longest overall length. Segments 3, 6 and 10 – the two options in the middle (using US 290 as a starting point) seem to be the worst of all the choices since these options do nothing well. In addition, those 'middle' routes are too close to the Pedernales River."</p>	Comment noted.
				<p>"With respect to the other options (using starting points on US 290), it appears segments 1 or 12 would be the best."</p>	Comment noted.
				<p>Stated that "Segment 12 (and connecting to segment 9)" would be the shortest and cheapest route "and, presumably the one with the most local driver usage." Also stated "it is furthest from the sensitive Pedernales River and potential flooding." ". . . a route consisting of Segments 12/9 would be the best for LOCAL drivers."</p>	Comment noted.
				<p>"With respect to Segment 1, it is furthest from town and presumably would be least disruptive but the longest and most expensive route. It is far from the Pedernales River and flood areas which is very good. It would allow for future growth and development of FBG. Segment 1 would be better than Segment 3 or 6 as it would not encroach on the sensitive Pedernales River and surrounding floodplains like Segments 3 and 6. However, it would be the best route if there was access to/from the relief route at US 87 South. Segment 1 with on/off access at US 87 is the best solution."</p>	Comment noted.
				<p>"All other route options are 'compromises' and don't maximize the best solutions to the critical</p>	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				factors such as the 'extreme route options' of Segment 1 and Segments 9 and 12."	
				"The relief route should stay clear of the Pedernales River which could be negatively impacted with fuel spills, noise and construction that will be disruptive to the wildlife, riparian area that the river provides, and most Indian artifact locations are near the River."	Comment noted.
				"Also, I believe that while the flood plain area on your map may be the 'official' 100-year flood plain, I am aware of numerous instances flooding has occurred outside those areas in years past."	Comment noted.
47	Hutton, Tom	9/24/2018	Comment Form	"My NIMBY concern relates to Route #1. Loudon Rd is the prettiest country lane in Gillespie County." "Such pristine and bucolic countryside should not be developed or disturbed by highways."	Comment noted.
				"Can thru truck traffic be barred from Fredericksburg?"	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.
				"Can Friendship Ln be bulked up for increased traffic?"	Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.
48	Hutton, Trudy	9/24/2018	Comment Form	"Rts #6 to #8 to 87 N looks flat and most efficient."	Comment noted.
				"Rt #1 crosses Loudon Road - Loudon is a very popular cycling/jogging road for locals AND tourists."	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
49	Jenkins, Dan A.	9/24/2018	Comment Form	"I think the blue rt. #1 is the best choice for city and county. This blue rt. #1 is the furthest out from city and Main St. This blue rt. #1 will allow for future growth. We have to plan for next 30 years. This blue rt. #1 will be less disruptive to homes and businesses. The blue rt. #1 should be a more buildable rt. Land values may be less the further away from Main St."	Comment noted.
50	Jobe, Patricia	9/24/2018	Comment Form	"These planning efforts are always difficult with prevailing sentiments of NIMBY, but we really do need to do this."	Comment noted.
51	Jons, Hugh	9/29/2018	Email	"I am in favor of a relief route. However, I believe it should be located on one of the outer route options...namely Option #1 - Blue Route." "A route proximity of such a roadway too close to town comingles the two very reasons for the need of a loop...i.e....separation of town and highway." "An outer loop should be positioned far enough out to allow for proper town expansion and should not be forced into the already existing in-town land us plan thereby creating forced and invasive land use changes." "Put it far enough out for clear separation between town and rural, allowing proper and natural growth planning to occur around the loop."	Comment noted.
				"Whatever the result of this effort (verifying a route or not) please do not allow the 'proposed routes' to linger beyond what is necessary to make a determination of 'go or no-go' on the deal. Select a route or publicly reject them all...clearly and without equivocation. Failure to do so severely and unfairly affects property values."	Comment noted.
52	Klett, Temple	9/24/2018	Comment Form	"The NW termination and entrance of Rts 7, 8, 9 directly impact my historic rock house as well as three of my neighbors."	Comment noted.
				"Large oak trees, pecans, and other trees would have to be removed as well."	Comment noted.
				"The proposed exits to 87N are basically too close to town anyway."	Comment noted.
				"The drainage system of Baron's Creek would also be adversely affected."	Comment noted.
				"Go with a route further out of town to allow for further expansion."	Comment noted.
53	Klokker, Christy	9/24/2018	Comment Form	"Not 9 or 11 please! Both too close in. #9 takes out my home!!!"	Comment noted.
54	Kraus, Carol	9/24/2018	Comment Form	"Have another home on Pyka for 2 handicapped sons in a group home. I don't want the loud	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				noise going and coming on Kerrville Hwy keeping them awake. I know how much noise big trucks make when they come to a stop light."	
55	Kraus, Jerome and Genevieve	9/24/2018	Comment Form	The Kraus's provided detailed information about the history of their family and 167-acre family farm. They noted that the farm has been in continuous ownership of the Kraus family for 145 years and is recognized by the Texas Department of Agriculture's Family Land Heritage Program as a 100-year farm. Concerned with route #9 due to flooding in the area. The information provided included a map marking the location of the original home, barn, windmill and features; the locations where Indian mounds and artifacts have been found; and a creek. The Kraus's expressed concern about Route Option #8 and Route Option #9. Option #8 would "cut our historic Kraus farm in half" and also impact a "Paleontological formation". Option #9 "will cross the 34 acres of rich soil that has been and still after all of these year for cultivation production of feed for livestock." They also noted that this area has a history of flooding.	Comment noted.
				"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."	Comment noted.
				"The city of Fredericksburg itself, in the downtown area, need to consider making changes about the visitor parking on Main Street" and indicated that the "nose in" parking is problematic.	Comment noted.
				"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."	Comment noted.
				"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."	Comment noted.
56	Kroeger, Steve and Nicole	10/9/2018	Email	Expressed concern about the potential for flooding along the Pedernales River and stated that their property has been flooded "many times over the past 40 years." "Building route #6	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				of the Fredericksburg bypass through this area would be costly or (if not in the form of a long-elevated bridge) could be flooded completely for as much as 48 hours. I wanted you to better understand why I am opposed to route number 6 as the relief route."	
				"I prefer route #1 because it would only require 2 smaller bridges and would be less disruptive to established residents."	Comment noted.
57	Kroeger, Nichole	9/26/2018	Email	"I am in favor of Route #1 because it has the least effect on established residences." Stated, "I am opposed to Route #6" and listed five reasons: "It starts off Hwy 290 at an area that is congested with businesses and residences;" it impacts a "unique historic Indian Campground;" proximity to the Pedernales River and floodplains; potential impacts to "an enormous wildlife population" living along the river basin; and "this route also demolishes my home and farm that I have been working hard for 40 years to build up."	Comment noted. Comment noted.
58	Laughlin, Richard	9/29/2018	Email	"I believe the route should be a true bypass." "I hope we don't loose our sense of central business district like Kerrville, San Marcos or most ever small town that's up and down I35" Noted Athens, Texas and The Woodlands as examples of well done bypasses.	Comment noted. Comment noted.
59	Lewis, Beth	10/9/2018	Email	Questioned by all of the route options are located on the south side of town. Made several related statements such as "it is striking that the bias of the entire study is based on land to be utilized on the South side of Fredericksburg" and ""You need to reconsider your proposal options to include possible routes around to the North side of town"	Preliminary traffic studies conducted in 2018 show 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.
60	Lewis Roger and Berenice	10/9/2018	Email	"In studying the map of proposed routes, it is striking to us that all the proposed route options proceed around to the SOUTH side of town. There are NO Relief Route Options that proceed around to the NORTH side of town." "Nonetheless, we would very much like to know the REASON that proposing routes around to the NORTH side of town is not a workable option."	Preliminary traffic studies conducted in 2018 show 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.
61	Lochte, Darlene	9/24/2018	Comment Form	"Route 3 would split property resulting in no water in upper acreage being stocked with livestock."	Comment noted.
62	Lucksinger, Linda	9/24/2018	Comment Form	"I understand the need for a truck by-pass for the city. I hope the decision-makers will plan for	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				future as well as current growth, and for preserving our heritage."	
				"As a property owner of an historical home and homestead that is endangered by 4 of the proposed routes (#'s 7, 8, 9, 11, 10, 12) I am very concerned! These routes are much too close in to deal with current and future growth."	Comment noted.
				Cited Rockport-Fulton-Aransas Pass as an example of "good planning". "They built far out and limited some access (in/off) but still have a vital downtown."	Comment noted.
				"Tourist will still come with route #1 as our truck by-pass!"	Comment noted.
63	Lyles, Kathleen and Will	10/8/2018	Email	"We were recently told that only one member of the task force has a residence in the study area. That does not seem like appropriate representation to us."	Comment noted.
				"We understand the serious need for the relief route, but we and our neighbors purchased land in the county and built our homes for the express purpose of living in the peaceful surroundings of the country. We object that our homes and lifestyle would be in jeopardy to give relief to the City. Routes 7 and 8 would each require destruction of six or more of our neighbor's homes and cause serious devaluation of all of our properties with a roadway coming through here."	Comment noted.
				"Our subdivision is called Settler's Ridge, because we are on a ridge. If cost is an issue, there is much flatter terrain on which to build a relief route."	Comment noted.
				"A closer-in route...will capture some of the local traffic whereas the routes which add 10+ miles to get from east to west and vice-versa will not be used by locals." "Route #1, adding 19+ miles, would be a good truck route, as they would be required to use it."	Comment noted.
				"We believe the route should be closer to the City, which is the intended beneficiary. Routes starting at 12 and 10 are closer in, but allow for development."	Comment noted.
64	Mayse, Mary Ann and Robert	10/7/2018	Email	"...we do agree that a relief route is needed."	Comment noted.
				"Our impression was that TXDOT really does care for input from the people of Gillespie County, and that the Highway Dept. went to a lot of trouble to map out all of the suggested routes gleaned from an earlier meeting that, unfortunately, we were unable to attend."	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				Questioned why only southern routes are being considered? Stated, "trucks will continue to go through town to travel to the City of Llano" and "there is just as much open land to the North of town as to the South."	Preliminary traffic studies conducted in 2018 show 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.
				"Segment 6 is ridiculously so far out of town, very few will use it. The County will never spend the millions of dollars it would take to purchase right of way. This is true for several of the segments that are so far out."	Comment noted.
				<p>"It is our understanding that a SUPER FREEWAY IS BEING PLANNED FOR THIS RELIEF ROUTE. Is this not overkill? There are NO FREEWAYS now coming into Fredericksburg, much less a SUPER FREEWAY."</p>	<p>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.</p> <p>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 is assumed for planning purposes, it is always TxDOT's goal to minimize project-related impacts. To that end, should the project advance beyond the current study, efforts would be made to reduce the right-of-way when possible (without compromising safety) and where frontage roads are not required.</p>
				"If this relief route is to be accomplished within the foreseeable future, and Gillespie County will be required to purchase the right of way, TxDOT needs to take into consideration the frugality of the county fathers and the county residents who pay the taxes and will never pass a bond issue of so many millions of dollars to purchase land worth too much to ruin with a SUPER HIGHWAY."	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				<p>"We travel Friendship Lane quite frequently and do not understand where the volumes of traffic is so great that this cannot be made into a bypass." Indicated that use of Friendship Lane would expedite development of the relief route and save money. Stated, "there is not that much more land needed to continue Friendship Lane to connect with 290W and 87N."</p>	<p>Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.</p>
				<p>"Has there been any thought of curtailing truck traffic through Fredericksburg by routing them on Interstate 10 to Junction through Menard to points North and West?" "Please, please give this alternative route some consideration."</p>	<p>TxDOT does not have the legal authority to prohibit the use of any highway by any class of vehicles (such as trucks) provided the vehicles comply with weight and size limits and other provisions established by law.</p>
65	Mayse, Robert	9/25/2018	Letter	<p>"Came away with distinct impression that what is being considered is excessive &amp; unnecessary" "all that is necessary is a couple of proximal 2-lane roadways, away from downtown" "Since there are no other freeways with frontage roads currently operating in Gillespie County, there should be not cost or functional justification for constructing a town-bypass in such an extravagant manner."</p>	<p>Comment noted.</p>
				<p>"The least expensive &amp; most logical resolution... employ already defined, currently existing, &amp; notably close-in Friendship Lane"</p>	<p>Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.</p>

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
66	Mayse, Robert	9/29/2018	Email	<p>"I came away with the distinct impression that what is being considered is excessive and unnecessary for accomplishing the primary need to simply divert truck traffic away from the shopping area of downtown Fredericksburg."            "...all that is necessary are a couple of proximal 2-lane roadways, situated as close as possible to Fredericksburg, while otherwise away from downtown" "Since there are no other freeways with frontage roads currently operating in Gillespie County, there should be no cost or functional justification for constructing a town-bypass in such an extravagant manner as that being considered."</p>	Comment noted.
				<p>"The least expensive &amp; most logical resolution to this traffic problem is to employ 'already defined, currently existing, &amp; notably close-in' Friendship Lane . . . 'perfectly' situated, &amp; substantially already built. Thereby minimized would be additional distance required for trucks to travel, for circumventing Fredericksburg, which lesser distance would translate into an incentive for truckers to utilize such a bypass. Whatever modifications might be required to further enhance existing Friendship Lane should be accomplishable at a mere fraction of the cost, compared to the grandiose undertaking being described at the recent presentation."</p>	<p>Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.</p>

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
67	McLaughlin, Steven	9/30/2018	Email	"My only comment is that the relief route should be moved as far to the south as possible. The routes shown as 11, 12 and others in that area will tear up too much land which is already targeted for integrated developments of various kinds."	Comment noted.
68	McLerran, Jerrilyn	10/7/2018	Email	"The option that makes most sense to me is one that is closest in to town and utilizes as many current roads/right of way as possible."	Comment noted.
				"The option that makes the least sense to me is one that swings farthest away from town and utilizes few current roads/rights of way."	Comment noted.
				"I don't see a need to extend a route around the north side of Fredericksburg to connect to Hwy. 16 N and Hwy 87 N. I am reasonably sure that Hwy. 16 N gets very little large truck traffic, and Hwy. 87 N can be connected via a southern route."	Comment noted.
69	McPhail, Mark	9/24/2018	Comment Form	"Something does need to be done, but it again must take into account the integrity of not only our ancestors who built and created the culture that is downtown, but just as important are the 150-200 year old farms and ranches that are still being farmed by the same families whose ancestors built and created downtown."	Comment noted.
70	Murray, Don	10/3/2018	Email	Indicated his comments "are mainly directed at the part of the suggested route from FM 2093 to US 290W."	Comment noted.
				Noted "the lack of topographic information" at the public workshop and stated the information "could have been in the form of maps with contour lines, or a 3D model of the area under consideration."	Comment noted.
				"suggested route #1 and #3 are topographically unacceptable for any Relief Route" "If that [topographical] information had been available, there is a good possibility that route #1 and #3 would not be shown on the latest maps."	Comment noted.
				"Specifically, the routing for #1 and #3, would be near Hayden-Ranch Road, which is not an easy	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				area to traverse without a tremendous amount of excavation. Not a very economical path."	
				"A better routing, from FM 2093, would be a path just west of the golf course continuing northward and just west of Upper Live Oak Rd. This routing has a gentle slope, with flat open land, up to US 290W. The amount of excavation, for this segment, would be minimal."	Comment noted.
				"My knowledge of the contours from US 290W to US 87N is very limited. There are a lot of ridge lines that can be seen from US 290W, but I could only make a valid suggestion on this routing after seeing a contour map of that area. For that reason, I have no suggestion as to this segment of the Relief Route."	Comment noted.
				"At this latest workshop, I was told that there would be contour information at the next one. Also, that there would be cost breakout for each routing, etc. I hope that will be the case."	Comment noted.
71	Norris, Thomas	9/24/2018	Comment Form	"Looks like a lot of owners want to move the route out as far as you can. Route 1 will be very noisy for us because we live in the valley and the trucks will have to climb a long hill going toward 87."	Comment noted.
				"I would like to know where the trucks come from and where they are going. Perhaps there is an alternative route beyond the maps you show."	Comment noted.
				"Few people on S.E., south and S.W. side of Fredericksburg are going to accept your routes."	Comment noted.
				"Maybe we are treating the symptoms rather than the problem. The symptoms are too many trucks on Main Street. The problem may be addressed by trying to decide why they come this way and then find an answer that doesn't involve Fredericksburg."	Comment noted.
72	Norris, Linda	9/24/2018	Comment Form	"I think the least expensive route would be route #6 to #8. Very flat and direct. Upper Live Oak is already in basically."	Comment noted.
73	Parker, Owen and Priscilla	10/8/2018	Letter	Identified themselves as the owners of a home and property that would be impacted by Route Option 1. They expressed concern that Route Option 1 "has been penciled in <u>outside</u> " the study area.	The current Fredericksburg Relief Route Study was initiated in early 2018. With input from the Gillespie County Relief Route Task Force, a study area was defined for the current study and presented for public review at Public Workshop #1 (May 2018). At the May workshop, the public was asked to provide route suggestions. Many suggestions were received locating the relief route outside of the Study area. Route Option 1 is representative of those suggestions.
				"In summary, we object to your route option 1."	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
74	Petmecky, Bill	9/24/2018	Letter	<p>"After reviewing the proposed routes, and seeing the time table that provides no relief from the heavy truck traffic on Fredericksburg's extremely congested Main Street for a period of at least 10 years, I am further convinced that something in the shape of suggested Route 8, with simple road widening over the initial portion, could move truck traffic off of Main Street in a much shorter period, while the more lengthy portion of the by-pass could be completed over the longer period." He described his vision for implementing/phasing construction.</p>	Comment noted.
				<p>He stated, "I suspect that I may have overlooked some of the problems, but I also suspect that similar problems exist on each of the tentative routes. Primarily, I believe that this route would provide a means for getting trucks off Main Street in considerably less time than ten years, and would still provide for expanding this loop if that would better provide for the long term solution, without increasing the overall cost of the broader project."</p>	Comment noted.
				<p>"If a much longer loop is selected, a similar approach could be employed, with the temporary route commencing where ever the loop would cross Tivydale Road. Tivydale Road could be widened from that point to Friendship lane, to serve as a temporary (probably years) loop."</p>	Comment noted.
75	Pipkin, Marvin	10/9/2018	Email	<p>"After reviewing the maps and the information for the proposed Fredericksburg relief route it is easy to see why the earlier Fredericksburg community leaders reached a consensus agreement to utilize Friendship Lane as the relief route. The decision was sound and well founded as a financial decision and as a community policy." Stated, "the best route to be utilized would be to once again return to the earlier agreed upon Friendship Lane option" and cited several advantages.</p>	<p>Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city's transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.</p>
				<p>"Second Best Routes. Of the proposed conceptual route options, the better routes would be 9, 10, and 11." "the number of tracks and landowners affected by these routes and the</p>	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				additional length all suggest that these routes are not as desirable as the Friendship Lane route..."	
				"Least Desirable Routes. For other obvious reasons, the least desirable of the conceptual route options are Routes 1, 2, 3, 4 and 5, which are far too long, destructive, and far too expensive." Detailed several reasons why these routes "should not be given serious consideration."	Comment noted.
				"Our community does not need the environmental damage, massive financial impact, taxpayer expense, community devastation, destruction of historic structures and taxpayer funded right of way acquisition costs to build a super highway around Fredericksburg when we have a perfectly acceptable alternative available.	Comment noted.
76	Ranselben, Calvin	9/24/2018	Comment Form	Cited a 2002 plan for a bypass route and indicated that "since then, business and homes have been discouraged to build in this area as it was agreed upon, by all parties, that this would be the best scenario for a bypass. In the present plans, Plan 10, 11, & 12 using the inside routes are close to that original route presented which would make sense to incorporate and utilize this idea."	Comment noted.
				Noted the congestion/truck traffic generated by weekly (Tuesday and Wednesday) livestock auctions and stated, "the further out of town a loop would be constructed the less the trucks would use them."	Comment noted.
				"In my opinion the inside three plans would be the routes to be most beneficial."	Comment noted.
77	Roach, Lisa and Steve	10/5/2018	Letter	Identified themselves as residents of the Settler's Ridge Estates subdivision and stated, "We are sympathetic to the city of Fredericksburg's need to reduce heavy traffic on Main Street, however, we are strongly opposed to that being accomplished at the expense of residential property owners in Gillespie County."	Comment noted.
				"We were flabbergasted upon seeing the proposed routes and learning about the process for generating them. While we appreciate the effort to include the community in developing a solution, allowing untrained community members to simply draw lines on a map and then consolidate those lines into 'viable' route options seems counterproductive to us,	While the suggested route options drawn by the public served as the basis for the routes presented at the public workshop, it is important to understand that appropriate engineering criteria were applied to transform the public's suggestions into viable route options. The conceptual route options, as presented at the public workshop, are consistent with applicable engineering design standards.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				especially since a detailed traffic analysis is yet to come."	
				"We are troubled by the lack of representation on the task force for this study by people who live in the study area. Evidently only one member of the task force maintains his residence in the study area. We believe that the task force should include more members who have their primary residence in the study area."	Comment noted.
				"Need for More Detailed Traffic Analysis Before Choosing Route" "Shouldn't the detailed traffic analysis come before choosing a route so that you can insure that the route will accomplish its goal?"	To date, study efforts have focused on identifying and refining conceptual route options. Next steps will involve reducing the number of route options being considered until a set of "primary route options" is identified. Detailed traffic analyses will then be conducted for each of the primary route options and the results used to identify a recommended route option.
				"The city should look at other possible solutions such as the 'Inner Loop' proposal involving Friendship Lane and at building a bridge on South Llano Street that could be used to connect South Adams to North Llano (by clipping the corner of the HEB parking lot) and thereby create through route for anyone traveling through Fredericksburg on Highway 16."	Comment noted.
				"We are vehemently opposed to Routes 7 and 8 and any route leading into them as those routes will result in the destruction of our tranquil rural residential neighborhood." "Both routes would subject all of the homes in our subdivision to disruptive road noise and destroy the views."	Comment noted.
				"We are also opposed to Routes 1-3-4-5 and Route 9 for the reason that they also would result in the diminution in value of our properties and would have a substantial negative impact to our friends and neighbors along Loudon Road and the Sugar Creek neighborhood to the west and to the Royal Oaks neighborhood to the east."	Comment noted.
				"We believe that the Main Street traffic problem is essentially a problem for the City of Fredericksburg to solve and that any relief road or truck bypass should lie within or immediately adjacent to the city limits where city water is available, issues related to possible water table disturbance or well contamination are not present, and where the expense and disruption will be borne by those most in need of the relief."	Comment noted.
				"We would be supportive of a route similar to Segment 11 as it is the closest to town, the shortest route and traverses flatter terrain, all of	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				which should result in a lower cost. That route along with associated Route 10, provides the best access to the new conference center and permits folks just coming to an event at the fairgrounds/airport to skip the drive through town while permitting truck traffic to avoid Main Street."	
78	Rohrer, Dan	9/24/2018	Comment Form	"Rt. 5 & 6 looks like the best traffic route, but property mitigation may be difficult. Rt. 1 is best long term if east entrance moved 1/2 mile west toward 1376."	Comment noted.
79	Rohrer, Mary and Dan	10/9/2018	Email	"One of the routes illustrated was outside of the identified study area and went through our property. How can this be?"	The current Fredericksburg Relief Route Study was initiated in early 2018. With input from the Gillespie County Relief Route Task Force, a study area was defined for the current study and presented for public review at Public Workshop #1 (May 2018). At the May workshop, the public was asked to provide route suggestions. Many suggestions were received locating the relief route outside of the Study area. Route Option 1 is representative of those suggestions.
80	Rothermel, Cheryl B	9/24/2018	Comment Form	"I was very discouraged to see Routes 1, 2, 3 and 4 at the Relief Route meeting." "These are very residential areas and not commercial, at all, after the RV Park and power lines..." "All residents in this area would be greatly impacted lights, traffic, noise and commercial development."	Comment noted.
				"Routes 1 and 2 would plow thru historic homes and ranches - many and most are original homesteads from the 1840's."	Comment noted.
				"It seems to me that routes 9 and 11, especially, 11 would be better choices." Cited several reasons for this preference including proximity to the "Y", closer to town, length, cost and existing power line right-of-way. Provided pictures of the powerline.	Comment noted.
				Stated that the facility, as proposed, would be a "bypass" rather than a relief route. Indicated that Friendship Lane is a relief route. Stated, "There are thousands of small Texas towns whose downtown has died because of a bypass roads" and referenced downtown Kerrville as an example.	Comment noted.
				Encouraged neighbors and property owners to get involved in the planning process and provide comments.	Comment noted.
81	Rothermel, William G Jr	9/24/2018	Comment Form	"Based on the layed out routes you are taking a city traffic problem, moving it out of the city to the county and actually destroying homesteads	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				and ranches. You are talking about putting this through highly developed areas. There is a better way to do this. However, these are not good proposals"  Also provided a copy of the comments/materials provided by Cheryll Rothermel (see Comment 80 above).	
82	Rose, Russ	9/24/2018	Comment Form	"I am against the bypass."	Comment noted.
83	Settlers Ridge Estates Residents	10/5/2018	Letter	"...we are opposed in the strongest possible terms to Routes Segments 3, 4, 5, 7, 8 and 9... It is understood that the opposition to these segments would include opposition to any further segments needed to complete the overall Relief Route."	Comment noted.
				"We do not oppose the locations of Route Segments 1 and 11."	Comment noted.
				"We recognize the city's need for traffic relief." "However, the city's objectives should not come at the expense of those of us in the county."	Comment noted.
				"Routes 7 and 8 are completely unreasonable, going directly over many million-dollar-plus homes."	Comment noted.
				Stated, "Route Segments 3, 4, 5, 7, 8 and 9 are strongly opposed for the following reasons:" and cited property values, high population density ("over 100 people live in the subdivision"), and terrain ("there is a 175 foot range in elevations within the subdivision").	Comment noted.
84	Segner, S	(not dated)	Letter	Stated, "These are the reasons not to use the outer most route for the Relief Route" and listed the following: construction (ease and cost); convenience (too long); hardships ("will divide many farms and ranches"); environment ("too close to the river and too many creek crossings"); and historical (old homesteads would be impacted).	Comment noted.
				"Keep the towns problems closer to town. The closer to town routes will be cheaper to build and faster to travel. We do not need to encourage another development corridor. The town may need a relief route but keep it simple and not over built."	Comment noted.
85	Sharpe, Keith and Terri	9/24/2018	Comment Form	"From a cost standpoint the answer is very straight forward. The fewest miles and bridges the cheaper the project (Route 12/11)." "Best Route"	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				<p>“From a commercial standpoint access to the city is still important. When a relief route leaves the city behind the city has a negative economic impact (Route 1)” “Worst Route”</p>	Comment noted.
				<p>“Balanced access (Route 10/9) accomplishes the goal of traffic relief and at the same allows the city to benefit our residents and from tourist’s dollars. It takes the truck traffic away and at the same time puts people closest to” destinations within the city. “The Balanced Route also allows for decades of growth on the south and west side of the city.” “Balanced Route”</p>	Comment noted.
				<p>Suggested using Friendship Lane.</p>	<p>Prior to initiation of the current Fredericksburg Relief Route Study, TxDOT, the City of Fredericksburg and Gillespie County agreed upon a set of design parameters to guide relief route planning efforts. Those parameters include planning for a higher speed, controlled access facility on a 400-foot-wide ROW. The roadway would consist of four main lanes (two in each direction) with frontage roads, where needed, to maintain local access. Applying that vision to Friendship Lane would require total reconstruction of the roadway and the need to acquire a significant amount of additional ROW. In fact, the existing ROW could quadruple in width which would result in a large number of residential and commercial displacements. Although Friendship Lane is not considered a viable location for the Fredericksburg Relief Route, it is an important element of the local transportation system. Improvements to Friendship Lane may be undertaken in the future as part of the city’s transportation improvement plan. Future improvements to Friendship Lane would be separate and distinct from the Fredericksburg Relief Route.</p>
86	Smith, Mike	9/24/2018	Comment Form	"NO 9, 10, 11, 12"	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
87	Smith, Mike	9/24/2018	Comment Form	"How will I cross over the bypass if option 9 or 11 is chosen? Liveoak is a busy street used by many people who work at the hospital."	If Live Oak Road is ultimately incorporated into the Relief Route, access roads would be provided parallel to the main lanes in order to provide access to and from adjacent properties. 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.
88	Staffel, Bruce	9/24/2018	Comment Form	"Route 10 is not a good route due to distance to development. Route 10 is too close to town."	Comment noted.
89	Stehling, Adam	10/8/2018	Email	"The proposed routes 1, 2, 3 and 4 would tear through my family's historic homestead, where myself and the rest of my family have lived continuously since 1856. The damage would be absolute – and irreparable."	Comment noted.
				"Routes 9, 10, 11 and 12 are a more appropriate choice since they are located in already commercialized areas and have major utilities rights of ways."	Comment noted.
				"You will continue to hear from the Stehling families and other families that will be affected by routes 1, 2, 3 and 4. I hope you become familiar with our stories, and I hope you can see our love for and commitment to our land."	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
90	Stehling, Adam	(not dated)	Letter	Expressed opposition to Routes 1, 2, and 4; stated these routes “would be devastating to our family’s property” “Routes 1, 2 and 4 would cause irreparable damage to our land and no monetary amount could ever ease the pain and suffering that they would cause us every day as we watch car after car and truck after truck, pass but a few 100 feet from our front door...”	Comment noted.
				“The intersection of routes 1 and 2 are clearly more detrimental to more homes and active farming and ranching land than any of the other route intersections along 87N. <b>My family and I fervently request routes 1 and 2 not be accepted or pursued.</b> ”	Comment noted.
				“After careful analysis of the current proposed relief route options, my family and I recommend more serious consideration be given to routes 9, 10, 11 and 12 which are shorter, do not cut through and decimate more of our beautiful hill country area, and would cost a fraction of the prices than routes 1, 2, 3 and 4. Several of these options, such as routes 9, 10, 11 and 12 would run through areas that are already affected by commercial development and include rights of way for major utilities.”	Comment noted.
91	Stehling, Ann	9/24/2018	Comment Form	“I am writing in strong opposition to proposed Routes 1, 2, 3, and 4. Routes 1, 3, 3, and 4 are unnecessary, will be more expensive than the other proposed routes, and will absolutely devastate historic homesteads that are currently being used for residential and agricultural purposes.”	Comment noted.
				“I do not feel that the truck congestion on Main Street warrants the expensive construction of a permanent alternative relief route. Even if such a route was absolutely necessary, a route that is closer to commercial businesses and already-developed land is the natural and most appropriate solution (e.g. Routes 9 and 11).”	Comment noted.
				“My family isn’t wealthy. We aren’t powerful. But we love this land. This piece of property is just a point on a map to you, but to my family, its our entire legacy. Routes 1, 2, 3 and 4 would steal it away from us – just so a trucker could get around town a few minutes faster. I beg of you,	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				please do not move forward with Routes 1, 2, 3 or 4. The harm you will do is real, and it will be irreparable."	
92	Stehling, Diane and Charles Gallatin	9/24/2018	Comment Form	"The proposed truck route that intersects Hwy 87 and Old Mason Road would be destroying vintage homes that were build in 1852. The Stehling family were amongst the early founders of Fredericksburg. We are few left in Fredericksburg that have not sold our heritage and soul to Big City Money and have no intention to allow a truck route to destroy it! "	Comment noted.
				"Go buy the land across from the substation on 87N, next to the RV park, 22 acres already for sale."	Comment noted.
93	Stehling, Kent	9/24/2018	Comment Form	Stated, "I am pleading to please NOT consider Routes 1, 2, 3 and 4" and explained that these routes would impact his family's homestead (home built in 1852 and still occupied by the family). "Routes 1, 2, 3, and 4 would just NOT make sense, taking more land through the middle of homesteads... It would also cost so much more than the other routes with the unnecessary additional mileage of roads."	Comment noted.
				"Routes 9 and 10 would have a much less impact on property values, homesteads and destruction of untouched land since there are so many commercial building and businesses there already and there is already a power line easement going through it."	Comment noted.
				"Even 7 & 8 is better as this comes out at the power station and next to The Vineyards RV Park and there is even 21 acres of land next to the RV park for sale."	Comment noted.
				"I strongly believe that these farther loops like 1, 2, 3, 4 and even 5 are unnecessary in order to solve the downtown truck issues with a bypass around the Main Street of Fredericksburg."	Comment noted.
94	Stehling Pape, Lucille	9/24/2018	Comment Form	"I wish to register my vote AGAINST routes 1, 2, 3 and 4." "Routes 1 and 2 would devastate our neighborhood, my great grandfather's ranch house constructed in 1880, my residence, my children's homes – all would be destroyed."	Comment noted.
				"I am in favor of routes 9 and 11. My first choice would be route 11." "Route 11 is closer in and would certainly cost less."	Comment noted.
95	Stehling, Michele and Randy	10/7/2018	Email	"...the entrance to our property is at the proposed intersections of Routes 1, 2, and 4 which converge on Highway 87N. Our family includes 6 generations which have lived on,	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				farmed, and ranched this property since 1852. In 1996 our property was honored and recognized as a Family Land Heritage site (#2048). We take pride in knowing we have been good stewards of this land for more than 166 years and helped build the community in and around Fredericksburg."	
				"We understand the need for and are not opposed to a relief route around Fredericksburg; however, we oppose Routes 1, 2, and 4 because we feel these routes...would be devastating to our family's property."	Comment noted.
96	Stehling, Richard Jr.	9/24/2018	Comment Form	"I can't even imagine route 1, 2, or 3 even being considered at all. Route 1, 2, and 3 would invade so many historic ranches and homesteads, which date back to the 1840 and now are owned and maintained by sixth generation family members."	Comment noted.
				"Route 8 should be considered top of the list and route 7 or 9 also. NOT Route 1 or 2 or 3."	Comment noted.
97	Stehling, Sam	9/24/2018	Comment Form	"I am in favor of route 11. Routes 1, 2, 3 and 4 would destroy the ranch my great grandfather homesteaded in 1852!"	Comment noted.
98	Stehling, Sammy	9/24/2018	Comment Form	"I am the great-great grandson of Amandus Stehling, the eldest son of Norman and Florine Stehling and grandson of Richard and Ida Stehling. I am the father of two and grandfather of 6 who share the heritage that the Truck Relief Route's 1, 2, 3 and 4 would devastate." "The founding homestead of 1852 and surrounding homes of our family and friends would be destroyed by the proposed routes 1, 2, 3 and 4." "Please do not destroy our founding homestead, disrupt our family homes and most importantly the critical binding heritage of our family and community with this project!"	Comment noted.
				"We submit that routes 9 and 11 are more practical. They are closer to the commercial properties and business that could benefit from the project and have less of a negative impact."	Comment noted.
99	Stehling, Ted	9/24/2018	Comment Form	"The traffic problem in downtown Fredericksburg is a city problem not a county problem. A relief route should consider staying close to city shopping district. The greater the distance around city amenities will out a doubt cause a ghost town effect."	Comment noted.
				"in order for Fredericksburg to maintain its growth potential, Route 11 would be a wise	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				selection." "Route 11 would suffice for the next 75 years or more."	
				"A long high-speed relief route is not the answer for downtown Fredericksburg"	Comment noted.
100	Stewart, Darlene	9/29/2018	Email	"Please consider this additional 'outside outside the box' solution: Eliminate Main Street parking spaces completely from Adams St to Lincoln Street..., this will open up an additional lane of traffic in each direction. The center lanes will be assigned truck lanes. Create multi-level parking in back of the visitors center and charge for parking (offering two free hours with vendor validation, and a monthly program for employees of businesses in the truck lane area)."	Comment noted.
101	Taylor, Pamela and Tim	9/24/2018	Comment Form	"We do not like Route 1. It will be the longest and most expensive and we just renovated a home that will be impacted."	Comment noted.
				"We would like the highway to stay away from the Pedernales River."	Comment noted.
				"And we don't want the routes that are furthest away because we don't want urban sprawl. We do not want to lose our countryside."	Comment noted.
102	Taylor, Robert	9/25/2018	Email	"After attending all 3 public sessions in Fredericksburg this year concerning the traffic relief route, I believe only the shortest and least expensive route would have any chance of passing a county bond vote."	Comment noted.
				"Further with a bypass around Fredericksburg consider using US 290E to IH10 to US83 to route especially large trucks around Mason and Brady."	Comment noted.
103	Treibs, Roselyn F.	9/24/2018	Comment Form	"The most feasible route would be #1. If we do not go far enough out of the city it will only be about twenty years before all of this has to be done again...go as far from the city as possible."	Comment noted.
104	Valenciano, Soledad	10/9/2018	Letter	Letter included information and photo documentation about the 1851 Vineyards, the property on which it sits, the "Historic Guenther Home", and Pioneer Flour Mills (formerly located on the property).  "This law firm represents 1851 Vineyards, LLC; 1851 Management, LLC; Dabs Brown Hollimon; John Hollimon; Jeska Hollimon; Julie Hollimon; Jordan Hollimon and Drew Hollimon." "The primary purpose of this Comment Letter is to address why the Hollimons and their family business, 1851 Vineyards, would be materially and forever impacted by the selection of	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				Conceptual Route Options 5 or 8. Therefore, this Comment Letter requests that Conceptual Route Options 5 and 8 (and by design, Route 6) not be chosen. We respectfully request that further study of Conceptual Route Options 5 and 8, and any variation of either, be permanently abandoned."	
				"Conceptual Route Options 5/6 and 8/6, along with the Conceptual Route Options located further south and west, include many stream and creek crossings. Understanding that such crossings have negative environmental impacts and likely increased engineering costs due to bridge considerations, the Hollimons request that, for this further reason, Conceptual Route Options 5 and 8 be permanently abandoned and that no variation of these routes be further considered."	Comment noted.
				"While my clients would prefer that the Task Force select a Relief Route that receives the most support by the affected landowners, they understand that isn't always possible. Therefore, to the extent a recommendation is appropriate, my clients recommend the selection of Conceptual Route Options 11/12; 9/12; or 9/10. They appear to be the most widely supported routes based on discussions my clients have had with other local residents."	Comment noted.
105	Weinzierl, Al	9/29/018	Email	"Consider the Southern Route."	Comment noted.
106	West, Donald	9/27/2018	Email	"Regarding the Segment 1 of the proposed Fredericksburg Relief Route, at what mile mark as in a 911 address would the segment intersect Hwy 87? How wide would it be? I cannot find my property. It may be under the black line or segment 1. Thanks"	Conceptual Route Option 1, as presented at the public workshop, intersects US 87 approximately 600 feet to the north of 4549 North US Highway 87. A specific address for the intersection point is not available. For planning purposes, a 400-foot-wide right-of-way is assumed.
107	Whetstone, Helen	9/24/2018	Comment Form	Stated, "After decades of debate on this issue by the residents of Gillespie County, I am eager for a final decision to be made regarding whether or not a relief route will be built and what the route will be." Indicated that decision will affect whether she stays in Fredericksburg and builds a new home.	Comment noted.
				Also stated, "...if a four lane road is built near or on my property, it has the potential to negatively affect my financial security."	Comment noted.
				"Please make a final decision as soon as possible so that all who will be affected can make the difficult decisions that will follow."	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
108	Wille, Bruce	9/24/2018	Comment Form	"First, at this time, I have no issue with any of the proposed routes."	Comment noted.
				Stated, "...there needs to be overpasses included...It makes absolutely no sense to call this a relief route if ANY of the traffic using it will be stopped during use." Stressed the need for adequate entrance and exit ramps; synchronization of any required traffic signals; and avoidance of bottlenecks.	Comment noted.
				Stated, "...this relief route has been discussed (and should have already been built) since I graduated from high school in 1965". Indicated that if it had been built then, "now would be the time to already be exploring the coming requirement to complete the route to the north from the current termination on US 87 north and back around to the beginning point on US 290."	Comment noted.
				Stressed the need to keep "the local community involved" in the process so that so that residents can be "part of the solution."	Comment noted.
109	Williamson, Camille	9/24/2018	Comment Form	"I am extremely concerned and disappointed, about the choices of proposed loop route around Fredericksburg. The idea that the route will destroy homesteads and take away land that has been in families for generations is totally unacceptable."	Comment noted.
				"Route 9 is particularly unacceptable as it destroys the most homes and businesses of your choices."	Comment noted.
				"There must be another solution!"	Comment noted.
110	Williamson, Marc	9/24/2018	Comment Form	"I continue to be amazed that given the rhetoric from the Task Force and TxDOT related to their espoused concern over homesteads and businesses, that routes such as number nine continue to be put forward." He stated that Option 9 impacts his home, his land and established businesses, and "creates a stranglehold on any growth" south of the city. "Route option nine is an obviously unacceptable alternative and should be removed from consideration."	Comment noted.
111	Zgabay, Marilyn	10/9/2018	Email	"Route 1 is most definitely to far out of town and to costly"	Comment noted.
				"Highway 290 truckers will not drive 7 miles out pass dead man's curve on Highway 16 south and then another 7 miles back to 290 west when they only get 5 miles to the gallon of diesel."	Comment noted.

Comment Number	Commenter Name	Date	Source	Comment Topic	Response
				<p>"This route will not only hurt the merchants, but all the employees who work for the merchants, the Guesthouses that make Fredericksburg the quaint town it has become. And don't forget about the restaurants and gas stations. These businesses are all headed for the loop."</p>	Comment noted.
				<p>"Sure we need a Loop, but the Loop needs to be closer to town. It needs to be called, a Hazardous Truck Route that would allow prospective shoppers and guests to feel the welcome of our hospitality what Fredericksburg has become known for."</p>	Comment noted.
				<p>"Has anyone put a pencil to what it will cost to built it up the road through the river bed and over the river vs not having to cross the river?"</p>	Right-of-way and construction cost estimates will be developed as part of the Relief Route Study. Instead of developing cost estimates for all of the conceptual route options, many of which will be eliminated from consideration as the study progresses, estimates will only be prepared for the most viable route options. This approach stretches available study funding and ensures tax payer dollars are used responsibly.
112	Zgabay, Randy	10/8/2018	Email	<p>Stated, "as a land owner directly affected by Route 1, I strongly oppose this route". He cited the following objections to Route 1: "not practical for locals to use", "too long", increased costs of bridges over the Pedernales River, and "more likely to kill the downtown because of the distance out."</p>	Comment noted.
				<p>"I would propose a route that is closer to town..."</p>	Comment noted.
113	N/A	9/24/2018	Comment Form	"No bypass."	Comment noted.

## **Appendix B**

Online Engagement Survey Summary

## WORKSHOP #2 EXECUTIVE SUMMARY

### Online Survey

An online survey to gather additional public input for the Fredericksburg Relief Route Study Public Workshop was available starting on September 24, 2018 until October 9, 2018. Computers were set up at the public workshop on September 24 to allow the general public to take the survey. Participants also had the opportunity to complete the survey at a later time within the commenting period. A reminder email was sent to attendees of the workshop on September 28, which included a link directing them to the online survey. This link remained active on the City of Fredericksburg and TxDOT project pages throughout the duration of the comment period. Input received through the online survey will be used to refine and evaluate the conceptual route options.

There was a total of 310 survey respondents, 24 of those were completed at the workshop. Respondents were asked to rate how strongly they liked or disliked each of the 12 route segments and provide any additional feedback or comments. Respondents were asked to rate each segment on a scale of 1 – 5 with one being the lowest score and five being the highest score.

### Most Liked Route Segments

The following chart shows, for each segment, the percentage of each respondents that rated the route segment a 4 or 5:

Fredericksburg Relief Route Study			
Total Like	Route	# of Participants	Percent
	Blue- 1	109	42%
	Yellow- 2	46	20%
	Red- 3	57	23%
	White- 4	41	18%
	Green- 5	33	12%
	Orange- 6	43	19%
	Aqua- 7	21	9%
	Purple- 8	40	15%
	Tan- 9	73	31%
	Lt Blue- 10	77	32%
	Pink- 11	101	43%
	Grey- 12	100	41%



Highlighted in green are the three segments with the highest percentages, which indicate the three segments most liked by the respondents:

- Blue Segment (Segment 1)
- Pink Segment (Segment 11)
- Grey Segment (Segment 12)

Highlighted in red are the three segments with the lowest percentages, which indicate the three segments received less than 4 and 5 scores:

- Purple Segment (Segment 8)
- Green Segment (Segment 5)
- Aqua segment (Segment 7)

*Most Disliked Route Segments*

The following chart shows, for each segment, the percentage of each respondents that rated the route segment a 1 or 2:

<b>Fredericksburg Relief Route Study</b>			
<b>Total Dislike</b>	<b>Route</b>	<b># of Participants</b>	<b>Percent</b>
	Blue- 1	128	49%
	Yellow- 2	133	57%
	Red- 3	128	49%
	White- 4	144	62%
	Green- 5	197	74%
	Orange- 6	144	62%
	Aqua- 7	171	72%
	Purple- 8	203	76%
	Tan- 9	129	55%
	Lt Blue- 10	120	50%
	Pink- 11	101	43%
	Grey- 12	101	42%



Highlighted in red are the top three segments with the highest percentages of low scores, which indicate the most disliked segments:

- Purple Segment (Segment 8)
- Green Segment (Segment 5)
- Aqua Segment (Segment 7)

Highlighted in green are the five segments with the lowest percentages of low scores, which indicate the least disliked segments:

- Lt. Blue Segment (Segment 10)
- Blue Segment (Segment 1)
- Red Segment (Segment 3)
- Pink Segment (Segment 11)
- Grey Segment (Segment 12)

### ***Additional Comments***

At the end of the online survey, respondents were given the opportunity to provide additional comments or clarifying information regarding their preferred segment. Many common themes emerged from these comments and included:

- Using the route that will be less costly
- Keeping the relief route close to town
- Moving the relief route further from town
- Concerns about potential routes going through historical properties
- Suggestions to make adjustments to Friendship Lane so that it will become the relief route

The chart below captures how many comments were received for each segment and their sentiments. The raw score in the last column was computed by subtracting the supporting comments from the opposing comments. The numbers with plus signs had more support than those routes with minus signs.

Fredericksburg Relief Route Study				
Comments				
Route	Total Written Comments Received	Supporting Comments	Opposing Comments	Raw Score
Blue- 1	51	24	27	-3
Yellow- 2	16	2	14	-12
Red- 3	33	4	29	-25
White- 4	18	0	18	-18
Green- 5	9	1	8	-7
Orange- 6	13	4	9	-5
Aqua- 7	16	2	16	-14
Purple- 8	22	5	17	-12
Tan- 9	34	14	20	-6
Lt Blue- 10	18	9	9	0
Pink- 11	36	29	7	+22
Grey- 12	16	11	5	+7

Highlighted in yellow are the four segments that generated the most comments:

- Blue Segment (Segment 1)
- Pink Segment (Segment 11)
- Tan Segment (Segment 9)
- Red Segment (Segment 3)

The pink route (Segment 11) with +22 and the grey route (segment 12) with + 7 were the most supported by the community. The red route (Segment 3) with -25, the white route (Segment 4) with -18 and the Aqua route (Segment 7) with -14 were the least supported by the community.

## ***Conclusion***

The following segments were identified as the most liked:

- Blue Segment (Segment 1)
- Pink Segment (Segment 11)
- Grey Segment (Segment 12)

The following segments were identified as the most disliked:

- Purple Segment (Segment 8)
- Green Segment (Segment 5)
- Aqua Segment (Segment 7)

The following pages capture the questions, responses, and comments from the online survey.

### What do you like about Blue Segment (Segment 1)?

1	Nothing
2	This is not a preferred route as it will dramatically our family heritage property. Our family was a founding family of Fredericksburg.
3	nothing
4	Nothing
5	It appears to have the least impact on Fredericksburg residents and doesn't act as a barrier to future Fredericksburg growth.
6	Nothing, it is way to long.
7	Nothing--too long--too expensive--intrusive!
8	do not like it
9	NOTHING.
10	Gets most traffic away from majority of wineries on 290
11	Nothing
12	It bypasses much of town and keeps traffic and people just passing though away from most residences and businesses. Thus, not giving those who would want to pass through and create "havoc" or problems much of an opportunity to do so.
13	It leaves plenty of room for growth.
14	Do not like anything about it.
15	The route diverts traffic the furthest from downtown Fredericksburg.
16	it is the farthest out and seems to be on the other side of the rivers and creeks
17	Nothing
18	I do not like this segment at all because of its dramatic impact on the area and the population. See rationale under #2
19	It should completely avoid the traffic associated with town.
20	Nothing
21	Nothing
22	least impact on people's houses
23	Nothing
24	Well out of town
25	Nothing
26	it follows an existing roadway, thus creating a segment of highway that will be minimally invasive of private property
27	It expands furthest away from downtown Fredericksburg.
28	Not much.
29	Nothing
30	Nothing
31	nothing
32	Good distance from town.
33	I like absolutely nothing about route 1. Not only does it cause irreparable damage to property that has been in my family since Fredericksburg was founded but it cuts through countless other ranches that are far from any commercialized infrastructure, essentially ruining my property and their property. Not to mention property that has been passed down from generation from generation. This route is extremely expensive to fund and would take years to construct and finish. Costing tax payers like myself thousands and thousands of dollars.
34	Nothing.
35	It is further out of town and affects less homes.
36	Nothing

37	Nothing.
38	Nothing
39	Not very much
40	further from the city limits, room for growth
41	nothing, it makes no sense and has too many disadvantages
42	Nothing!
43	Nothing
44	not acceptable to me
45	Nothing
46	Nothing.
47	nothing
48	Nothing
49	don't like this segment
50	Absolutely DO NOT LIKE IT!
51	It should impact fewer houses since it's the furthest out. Despite its length, this should minimize the human impact and cost.
52	nothing
53	Nothing
54	Do not like it - too close to my property and not feasible in my opinion
55	Not much
56	nothing
57	Nothingf
58	Nothing.
59	nothing
60	Nothing
61	I do not like anything about the Blue Segment.
62	Nothing.
63	nothing
64	has the least negative impact upon existing subdivisions and concentrations of residential dwellings.
65	further out the better
66	far out of town
67	Nothing
68	Nothing
69	Nothing
70	Nothing
71	nothing. too far out and too long therefore costly. difficult topography- hilly terrain
72	I like the Blue Segment and is far enough away from town to prevent having to do this again in the far future.
73	starts and ends far out of town. affects less developed areas.
74	Nothing
75	Dislike
76	no comment
77	Small impact on established homes.
78	Nothing
79	seems to have the least amount of impact on housing
80	Least impact on housing
81	not a single thing
82	It is farthest away and it seems like it would be less disruptive. You have indicated that Fredericksburg is growing. We don't want to have to go through this again 10 years from now.
83	nothing

84	It goes completely around the outskirts of tow.
85	Allows for city expansion and the least impact on housing
86	farthest out
87	Farthest out, no direct impact to my land.
88	nothing
89	nothing.
90	Disturbs the fewest number of homes and neighborhoods.
91	LEAST HOUSES - NO SUBDIVISIONS IN THIS ROUTE - IT IS MORE FARM/RANCH LAND
92	It is farther out than my property
93	This is the best route because furtherest out and allows for maximum expansion of city limits, puts traffic further from Main St.
94	Love it! this is the best one because it is far out and allows for future growth and involves less homes & business disruption
95	Nothing
96	NOTHING
97	Nothing
98	Too far out; not helpful.
99	This is the only one that will solve the problem of the truck traffic through our downtown area and our neighborhoods.
100	Not too close to residential neighborhood
101	It appears to be a route farthest away from homes.
102	Absolutely nothing!
103	Nothing
104	nothing
105	It will affect those who bought land outside of the town, so I don't like it
106	most of it is away from neighborhoods
107	It is a great color blue
108	It's farther away from the City of Fredericksburg & probably affects the fewest number of people. It allows for the inevitable future growth of our town.
109	It makes the most sense less populated and better for future planning
110	out of town
111	Farther from town, not in my backyard.
112	goes all the way around fredericksburg
113	It is furthest from town and development. It disrupts the least amount of existing development. It is far from the sensitive Pedernales River and flood zones. It is the least disruptive and would provide the longest buffer from future growth of the city.
114	absolutely nothing
115	It is further out and cause least disruption for population.
116	Nothing
117	It appears to stay furthest from homes and businesses.
118	It swings clear of the most developed parts of the city, and comes out onto 290 after the Stagecoach gas station which has been a dangerous intersection.
119	I like that it skirts the whole town
120	Leaves room for growth
121	Farthest out of town - keeps trucks away
122	Not one thing!! Too long goes thru way too many properties!!
123	It's the furthest from town and impacts the least number of businesses.
124	worst option
125	Truly creates a loop around Fredericksburg and its development
126	Provides good separation between town and rural. Allows for plenty of room for town expansion inside loop to preserve unique town culture...and establishes a clear separation

	between city and county/hwy roadways...ie...loop will not comingle city roadway with hwy allowing true hwy speed and access on/off loop. Wont restrict/interfere with in-town travel.
127	I prefer the relief route be as far out of town as possible. Allowing for future growth and less of an impact on the families who live in town
128	avoids dividing homes
129	Seems to be the less evasive choice
130	farthest from the city
131	It avoids more settled aspects of the county
132	Least disruption, furthest from town, fewer bridges, open land, optimum for future growth
133	Out of the city internal growth area
134	Best choice for existing neighborhoods
135	Looks like the only route that won't get outgrown.
136	Easy to go to Austin and really thinking for future
137	It has the least impact on residences
138	It makes it quicker going from Kerrville to Austin
139	Doesn't bifurcate properties I am concerned about
140	Completely goes around the city and disrupts minimal property owners
141	Least impact on housing
142	Complete bypass of most of town, uncomplicated route.
143	Begins east of town and ends far west of town, would divert frequent heavy trucks, etc away from town.
144	Nothing seems logical about this segment.
145	It appears to have the most room for growth so would provide relief for a longer period of time.
146	This route does not go through a historic vinyard land
147	Not as disruptive
148	Farthest from the city, could potentially have higher speed limits
149	Quick to go from luckenbach to Kerrville
150	It goes around the entire town, which seems as though it'd be faster.
151	Nothing
152	Seems to be out far enough to not harm so many homes.
153	Crosses main roads further out of town
154	A better route that truly reflects a loop and doesn't effect the neighborhoods that make up the city of Fredericksburg.
155	Avoids a greater portion of buildings
156	Does not impact many residential neighborhoods.
157	Futher out with the least impact on homeowners and schools, bypasses stage coach 290 E interesction
158	it avoids heavily populated areas and schools
159	Avoids Main Street in town
160	It's farther around town and not so close to more heavily populated areas where kids play and people walk.
161	least impact on residences
162	Nothing
163	The furthest way from established neighborhoods
164	Route completely avoids subdivisions and individual homes on property that has been in some families for 4 generations.
165	Kiss anyone passing through on 290 or 87 goodbye
166	N/a
167	It goes completely around Fredericksburg.
168	Does not infringe on current neighborhoods.

169	I like that this route is OUTSIDE of town. If we are trying to keep large transportation out of town, this would be the most effective solution.
170	nothing
171	Nothing; too long
172	It's far out of town
173	It avoids most of the neighborhoods and recreation areas of families
174	Further out and gives the city room to grow
175	It keeps the big trucks away from residents that live here. It keeps our kids safe and the trucks away from playgrounds. It is the logical and quickest route for the trucks to make their way around the town, then on to highway. For once, listen to the people that live here and do what is best and what makes the most sense. The cost should NOT be the issue here, but keeping our neighborhoods and children safe is priority.
176	This route stays clear of all residential and pedestrian areas
177	It keeps the large trucks further away from our schools and residential neighborhoods. They are loud and dangerous.
178	Far away from town. Won't disrupt neighborhoods. Will be most effective of keeping trucks and congestion away from side roads and main street.
179	It impacts the least homes
180	Furthest out, topography, creates a useful loop to Lady Bird, Kerrville, Comfort
181	takes major through truck traffic out of FBG area
182	It completely bypasses town
183	Traffic doesn't get close to Fredericksburg and keeps Fredericksburg further away from a highway
184	It goes around more homes and businesses so less people are safe from losing home or having to relocate
185	It completely avoids town
186	It is better for long term growth. There is rapid development taking place on the routes closer into town, which will impact a greater number of people in terms of land use, property value and access to town around the relief route
187	Connects from the outside of the city on either end. Smooth simple route. On the furthest out away from the busy growing city.
188	Absolutely nothing.
189	Less populated
190	I prefer a route further from the city to reduce traffic around homes. The blue route is the best offered.
191	I prefer a route further from the city to reduce traffic around homes. The blue route is the best offered.
192	I think that this would effect less people that are living here.
193	Nothing really
194	It give Fredericksburg more room to grow inside the loop.
195	nothing
196	nothing
197	Nothing!
198	Do not like it.
199	Nothing - goes through historic family home and property
200	It does not impact residences as much, it accomodates for growth of town over next 60 years, and at 70 mph it will be very fast to drive this route which trucks will enjoy
201	far enough out to lessen impact on existing homes. as city grows towards it, people can plan around it
202	Farthest one from town
203	its far from my house
204	distance from town center

205	it is the furthest away from the town center
206	Nothing
207	Nothing
208	do not care for
209	Nothing
210	I love that it's farther out... takes trucks off of 290E sooner before they get too close to town. Also, it doesn't divide up the neighborhoods on the outskirts of town.
211	I love that it's farther out... takes trucks off of 290E sooner before they get too close to town. Also, it doesn't divide up the neighborhoods on the outskirts of town.
212	Totally bypasses FBG.
213	Far enough out to have lasting relief to Fredericksburg traffic, as well as more likely to support 70 mph, trucker friendly speeds.
214	Advantage is no city truck noise, accidents, honky-tonks in City Limits!

### What don't you like about Blue Segment (Segment 1)?

1	1. This route is excessively long (over 19 miles) which will result in substantial land acquisition cost. 2. The route crosses the Pedernales River and Hwy. 16 where the two are in close proximity and likely in the flood plain. This will likely result in substantial cost. 3. This route crosses some of the counties most productive crop and pasture land. 4. Many of the properties crossed by this route are heritage family farms or properties that people spent their life savings to acquire. These farms are not 1,000 acre properties that are being crossed, but are likely only 100 acres or less in size and will be completely ruined by this route. 5. The rural lifestyle of many families will be eliminated by this route. 6. This route and other outside routes could lead to urban sprawl.
2	Too long and too far out from city therefore it will be shorter for traffic to go through town
3	Affects too many properties / too costly.
4	I don't like that it cuts through pasture land
5	1. There are too many elevations involved in this segment which translate into increased costs. 2. This is the longest of the segments (19 miles) being proposed which translates into the highest costs. 3. Additional infrastructure (Multiple bridges) will be required as it will cross multiple creeks and the Pedernales River several times and dramatically increase the cost of the project. 4. This segment appears to be in the 100 year flood plain area of the Pedernales River Basin and I have seen this area under water multiple times in my lifetime. 5. As best I can tell, this is in the area between US Highway 290, RR 1376 and Luckenbach which is a major tourist area and there are already major business investments made in this area (ALTSTADT Brewery, Multiple Wineries, KOA Campground and the Stagecoach. 6. There are more than 60 homes and family heritage property households along this route (including the property of our family, Milton Dare) that will be dramatically impacted by this segment. 7. Kinder Morgan, Apache and ExxonMobil are in the process of finalizing the Permian Highway Pipeline project which is to be completed by 2020 and runs from Fort Stockton to Houston and this segment appears to be along the same route and has it coming right through this area and crossing Segment 1 multiple times. 8. This is some of the most beautiful land around Fredericksburg and it would be a shame to impact this area with this major highway project. It certainly seems that going North of the River initially would be more logical and practical and enabling the use of existing infrastructure and right of way more effectively.
6	most destructive to wildlife and historical sites
7	Cost
8	Nothing
9	This is way to long. The additional length will discourage people from taking this route.
10	Same as #1

11	The blue segment appears to be too far out for the city at this time.
12	too long and expensive
13	Takes too much land & added cost including our 170 year old homestead at the corner of 87N. & Old Mason Rd. Will surround us with 87N & Old Mason Rd. Too far out will deter people from using it if they just want to route around town to get to a business on the other side of town to miss main st. traffic.
14	Furthest around town, most land impacted, long route
15	It is way too long, way too expensive and truckers will elect to go thru town to avoid that long of a by pass.
16	It appears to be the best option, so I have no complaints for Blue Segment
17	Too costly.
18	The route is too long. 20 miles to get around a small town is absurd. Being so long, it would be too costly to build. It would also entail bridges to be built over Honey Creek, Live Oak Creek and the Pedernales River as well. Also too many landowners to negotiate with.
19	The route has the greatest negative environmental and landowner impact and would be more costly than shorter routes.
20	1. There are too many elevations involved in this segment which translate into increased costs. 2. This is the longest of the segments (19 miles) being proposed which translates into the highest costs. 3. Additional infrastructure (Multiple bridges) will be required as it will cross multiple creeks and the Pedernales River several times and dramatically increase the cost of the project. 4. This segment appears to be in the 100 year flood plain area of the Pedernales River Basin and I have seen this area under water multiple times in my lifetime. 5. As best I can tell, this is in the area between US Highway 290, RR 1376 and Luckenbach which is a major tourist area and there are already major business investments made in this area (ALTSTADT Brewery, Multiple Wineries, KOA Campground and the Stagecoach. 6. There are more than 60 homes and family heritage property households along this route (including the property of our family, William Nance) that will be dramatically impacted by this segment. 7. Kinder Morgan, Apache and ExxonMobil are in the process of finalizing the Permian Highway Pipeline project which is to be completed by 2020 and runs from Fort Stockton to Houston and this segment appears to be along the same route and has it coming right through this area and crossing Segment 1 multiple times. 8. This is some of the most beautiful land around Fredericksburg and it would be a shame to impact this area with this major highway project. It certainly seems that going North of the River initially would be more logical and practical and enabling the use of existing infrastructure and right of way more effectively.
21	1. There are too many elevations involved in this segment which translate into increased costs. 2. This is the longest of the segments (19 miles) being proposed which translates into the highest costs. 3. Additional infrastructure (Multiple bridges) will be required as it will cross multiple creeks and the Pedernales River several times and dramatically increase the cost of the project. 4. This segment appears to be in the 100 year flood plain area of the Pedernales River Basin and I have seen this area under water multiple times in my lifetime. 5. As best I can tell, this is in the area between US Highway 290, RR 1376 and Luckenbach which is a major tourist area and there are already major business investments made in this area (ALTSTADT Brewery, Multiple Wineries, KOA Campground and the Stagecoach. 6. There are more than 60 homes and family heritage property households along this route (including the property of our family, Milton Dare) that will be dramatically impacted by this segment. 7. Kinder Morgan, Apache and ExxonMobil are in the process of finalizing the Permian Highway Pipeline project which is to be completed by 2020 and runs from Fort Stockton to Houston and this segment appears to be along the same route and has it coming right through this area and crossing Segment 1 multiple times. 8. This is some of the most beautiful land around Fredericksburg and it would be a shame to impact this area with this major highway project. It certainly seems that going North of the River

	initially would be more logical and practical and enabling the use of existing infrastructure and right of way more effectively.
22	It is too long, effects too many landowners, and is too far out, diminishing its practicality and usefulness.
23	It cuts through my property and fields
24	Highest cost by far, longest route for one small group and not convenient for locals & tourists, crosses more tracts of land than any other segment, way too long.
25	i like the blue segment
26	To long To many landowners involved
27	It destroys our family homestead.
28	cost
29	Too long and far out; may encourage urban sprawl; excessive cost; crosses river & proposed pipeline
30	longest of the proposed routes, but creates the smallest potential footprint of violating private property owners rights
31	Where it intersects 87 north, it is within 100 yards of our 140 year old family home, and does not follow any property lines.
32	This route is the longest route, and puts the highway furthest away from the city, which could impede economic development that might otherwise occur if it were closer to town. It also cuts through a lot of plots, and using very little existing road.
33	It is the longest and would cut across the most private property. It crosses 1376 and would lead to the most unwanted development.
34	It is too long. Believe it would go right by my farm. Would have very negative impact.
35	It is way too far from town and take a long time to go around the city. The most expensive due to length. Businesses will suffer because less people not stopping to eat and shop as they don't pass thru.
36	too expensive, will attract a new city center much like Nacadoches, will detract from Fredericksburg proper.
37	Length. Expense.
38	I like absolutely nothing about route 1. Not only does it cause irreparable damage to property that has been in my family since Fredericksburg was founded but it cuts through countless other ranches that are far from any commercialized infrastructure, essentially ruining my property and their property. Not to mention property that has been passed down from generation from generation. This route is extremely expensive to fund and would take years to construct and finish. Costing tax payers like myself thousands and thousands of dollars.
39	Too long. Having to drive almost 20 miles around Fbg is not acceptable. Because of the length, it would also cost a lot more money to build. Also would have to build a bridge over the Pedernales River and Live Oak Creek.
40	Just like every suggested route, it will be confiscating personal property for little or no just reason.
41	Too long
42	Long route. Cost more money. Entails large bridge structure. Historical marker. Extra crossing at hwy 1376.
43	Cuts through historical rustic area where pioneers settled. Ruins beautiful vistas & mars landscape.
44	This route is so far out, I can only imagine it actually taking potential tourists away from town instead of encouraging them to drive down Main Street and stop and shop on a whim!
45	length to long
46	too long, too expensive, crosses too many environmentally sensitive area. Imposes the solution to a City of Fredericksburg issue on county residents outside the city limits.
47	Too far out and will be very costly

48	This route is far too invasive of the beautiful country around The Fredericksburg area. This particular route goes thru many private ranches, historic properties, waterways , hills with no regard for the countryside or the properties involved!! It will be far too expensive and invasive and will not be used enough to even come close to justify the damages or the expense!! Most truckers will probably choose not to take this route because of the length and then you will end up with hazmat vehicles.
49	This would impact our ranch which has been in our family since 1852. We already have a state highway and county road going through our property as well as two power lines.
50	Too lengthy and more costly
51	It goes right through my parent's property - where we hunt!
52	Nothing. It is the worst choice of all options. It will be the most expensive, longest route, most bridges, most right of way purchases, most bisections of properties and longest to build. It provides the least benefit to Local and Tourist traffic, because it goes no where, its only value is for the trucks going around the city.
53	Do not like
54	too long so drivers will avoid using it, disturbs live oak creek
55	Too far outside of study area. Too long of path and through difficult landscape.
56	its is too long and too far out of town
57	It is not a preferred route for where my property is.
58	Some drivers may not want to use it because of its length, and it will impact a number of ranches.
59	Distance of the route, costs, historial homes destroyed
60	Too long and expensive to build. Does not utilize bridge over Live Oak Creek on 290 W. that was rebuild a little over 10 yeas ago. This route would require several large bridges to be built to cross numerous drainage areas and dry creek beds.
61	Nothing Too close to my property and not feasible in my opinion.
62	Too long
63	To far out ft the way and people won't use it.
64	too long costs more
65	Destroys homestead established in 1852
66	Too long, too costly, cuts through too much undisturbed natural areas and it is literally within a few hundred feet of my home (and several other stehlighn family member's homes) at it's intersection of Highway 87 North.
67	Outside study area. Badly fails goal one. Too long to entice truckers. Splits many larger properties, endangering their continued usability for animals, hunting, etc.. Destroys multiple nice homes. Expensive creek and river crossings. Double the distance to acquire ROW, pave and maintain vs. closer in routes. Destroys a wildlife sanctuary and study area. Crosses springs area on Live Oak Creek and indian artifact area. Destroys large old oak trees and several hickory groves. Goes right through other several treed areas on the route.
68	Longest and most costly construction, too far from town to be useful to local residents, too near an already dangerous section of Hwy. 16
69	The Blue Segment is too long to go around Fburg. Cars and trucks will not use it. Too time and gas consuming
70	It cuts through pristine rural land. It makes no sense to push disruptive activity further out from the city center. Auto's and truck activity should be concentrated so their description is minimal. Building this segment would destroy pristine properties and displace families.
71	too much distance, too costly
72	na
73	no problem
74	cuts through a great deal of pasture land
75	Too long, and too much cost
76	It is too far out of town and would split into our family property which we DO NOT WANT!! Also using this segment would go through hills which would cost more money.

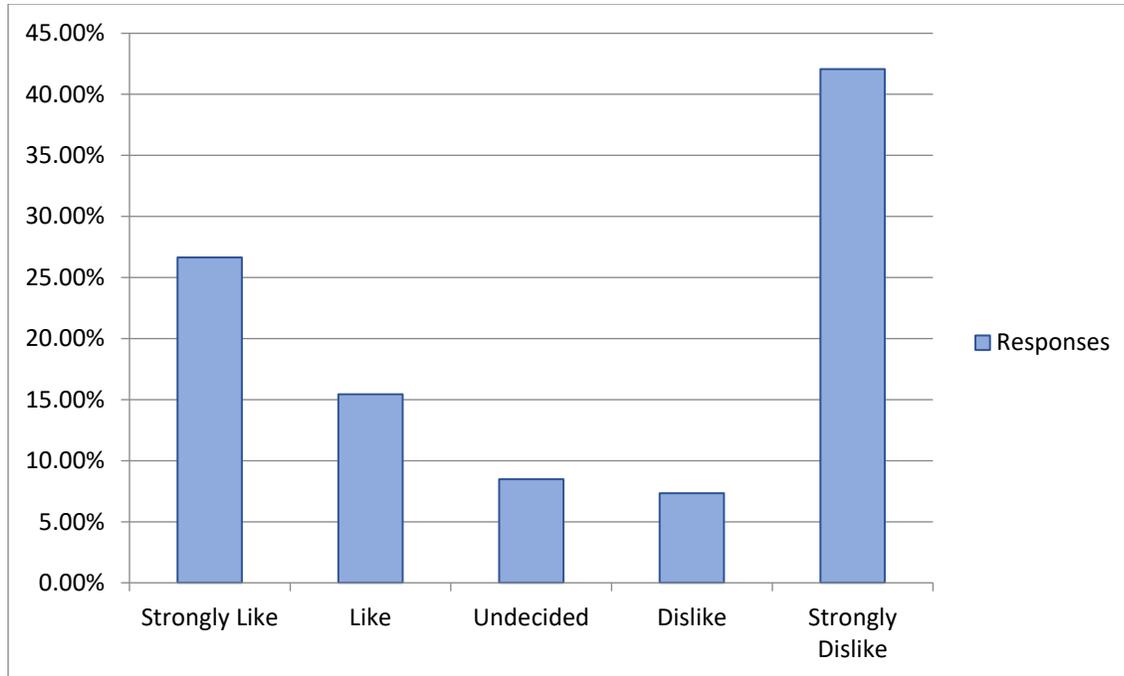
77	It is too far out of town and would split into our family property which we DO NOT WANT!! Also using this segment would go through hills which would cost more money.
78	Too far out and outside study corridor area, or what is shown on exhibits.
79	Much too long
80	Everything
81	too far out and too long, therefore costly. difficult topography-hilly terrain
82	At this time, there is nothing I do not like about the Blue Segment.
83	length = cost
84	To expensive
85	It is much longer than the other routes and thus more costly. It also shifts most of teh cost from the city to county residents. This is the city's problem and the cost should not be borne by the county.
86	places the burden on the county rather than the city
87	N/A
88	Too far from town. Major river crossing involved increases cost.
89	none
90	Nothing
91	Too long and probably expensive
92	Too long, too expensive, encourages urban sprawl, facilitates nuisance activities such as littering over a much wider area due to length of route. Populations of deer and wild pigs more prevalent, creating more potential injuries from collision. County sheriff's department is already understaffed so traffic enforcement will be a nightmare.
93	Nothing
94	everything
95	nothing; I like it.
96	To long to be any use for locals, to much ROW to buy, to long
97	No objections
98	too close to our 115 yr old family farm and our life
99	Will impact neighbors land and impacts river usage
100	seems only to be an option further out from town with no real rationale. Also it happens to completely consume both my brother's and mine farm property we use for raising hay and cattle
101	Too long / too far out of way. Many will still go through town to avoid the length. Cost will also be high due to excess length.. Also too invasive of private property - people in this area deliberately settled out of town to avoid traffic/noise/etc. This is the path of maximum disruption to private individuals, and should be discarded.
102	Nothing
103	COST
104	It goes over established homes
105	I like it
106	nothing; I like it. I see nothing wrong with it.
107	It exists
108	STRICTLY LOCATION
109	Destroys the rural character of the Northwest Fredericksburg area. Being the longest it would have the highest construction cost. It encourages urban sprawl out into the countryside. It connects 290 to 87 too close to my property.
110	It is too far out from town and will not be efficient or useful, and negatively impacts the wildlife and diminishing wild areas that draw people to the area.
111	I'd prefer a relief route that was north of 87.
112	Too far, too much land, too many creeks/river, and most of the most land highway frontage for developers to move in.
113	Too long

114	too far out and consumes a much greater amount of ROW damaging many more acres including wetlands and acreage with archaeological significance
115	People bought land outside of town to get away from the traffic. Now you are gonna bring the traffic to them
116	where it would result in taking anyone's home
117	It goes thru farm and homes pulling tourists away
118	I feel strongly that this is the best route that has been proposed. I don't see a drawback, except for the additional cost involved. In the long run, a route this far away from town will be necessary.
119	I think this is the best segment
120	It is long, and goes through more undeveloped property that we should be preserving.
121	goes through close subdivisions
122	Takes away a lot of private property.
123	too long
124	I like everything about it.
125	Ridiculously remote from town, with unrealistically excessive driving distance necessitated for truckers.
126	I like this one.
127	Too long. The additional length will add a fortune in eminent domain and materials, not to mention negatively impact exponentially more environmentally sensitive areas and landowners. Additionally, the very truckers we're trying to get off main street will not be willing to take a 19+ mile detour.
128	It is longer
129	Too long, routes traffic too far from town
130	Disrupts the wildlife habitat and their environment
131	More expensive and goes through more land.
132	The cost
133	Too long too expensive tears up way too many properties that make Fredericksburg the place it is!!
134	No
135	Goes through property not in originally identified area, so property owners got improper notice. Longest and most costly route.
136	it is south and west of Fredericksburg. A north loop would be better.
137	Too extended
138	N/a...i think it is a good option
139	Way too long, it's not a "relief" route for those traveling when it goes so far out of the way. Cuts through beautiful, scenic Loudon Rd.
140	way too long
141	n/a
142	Too long, outside the study area
143	Longer segment
144	Longer route
145	invasive and ruins pastoral land and area.
146	Nothing
147	Nothing
148	Nothing
149	Nothing. It appears to be the least objectionable
150	N/a
151	none noted
152	Too far south; truckers won't use it. Also because it longer, its much more expensive
153	Nothing
154	It is going to be costly.

155	Adds 2 intersections near each other, at 290 and 1376. Both roads in that area already have substantial traffic.
156	It cuts through a lot of properties... that's a very dangerous portion of 16 to put anything. Surely this can't be a viable option.
157	nothing
158	Longer
159	nothing
160	Na
161	Destroys valuable property
162	No objections
163	The perfect fix for a loop around the city.
164	Very long. more financing better come from private funds.
165	Has to traverse steep terrain. Destroys many open spaces and farmland.
166	Begins too far outside of town, should begin somewhere west of 1376
167	I have no objections
168	Goes through too much property, ruins the view, stakeholders not notified because outside the property originally identified as within the area. Hiring a lawyer and going to fight this.
169	Nothing
170	Longer route means higher expense to county/ tax payers.
171	way out, long, through some beautiful countryside. There goes our scenery. Nothing like a super slab full of deer carcasses.
172	N/a
173	People will lose their land or homes to this road.
174	N/A
175	Nothing, this is the best option.
176	It's too far from town for use by locals, it's too long and will be expensive, it will run right through the Mueseback Creek Historic School house, Marburger Peach Orchard will be destroyed entirely and trees take years to be productive
177	Too long
178	Nothing
179	Not much I don't like
180	NOTHING. I am all for the blue route.
181	It's really the best option besides that it's more expensive.
182	Wish it were even further away from town.
183	nothing
184	too far out of town to provide relief for regular traffic that just wants to avoid main street
185	It is very long
186	No comments
187	Too far out of town
188	That it goes though the middle of fields and not on the egdes
189	Nothing
190	Length. Impact on many environmentally sensitive areas, particularly Baron's Creek. Terminates directly over two 150 yr old historic homes at Old Mason Road. Expense of construction due to significant elevations on northern segment.
191	Likely cuts across a large tract, potentially someone's family land
192	Some may say the length but I think this will still be a quick route because it's taking out the congestion from the inner parts of town.
193	It is way too long/costly and is outside the original study corridor presented to the public. Also negatively impacts Pedernales River basin and major topographic issues.
194	Longer route
195	I am not thrilled with the development of a so called "relief route" which essentially benefits the business owners on Main Street at a huge expense to the tax payers; however, if forced

	to choose, I would the blue segment.The other routes will be obsolete too soon which would demonstrate fiscal irresponsibility.
196	I am not thrilled with the development of a so called "relief route" which essentially benefits the business owners on Main Street at a huge expense to the tax payers; however, if forced to choose, I would the blue segment.The other routes will be obsolete too soon which would demonstrate fiscal irresponsibility.
197	Too expensive. Affects too many properties. The further out you push this road the more we open up the area between the road and 290 to development. Do we really want our city to be that easy to explode with population and development? All of these people on main street who don't like the truck traffic make their money on toursits. Are the tourists gonna keep coming if Fredericksburg isn't a little town anymore?
198	Comes directly over my home and much of my relatively small farm. It is the longest, and probably most costly. Has more undulating terrain. Passes over the historic Meusebach Creek Country School.
199	cuts up our history
200	Too far out, too invasive of farm country. This option was not within the initial boundary and so many folks don't know that it is an option.
201	Goes over our historic homestead (150 years old). Too long.
202	same
203	it is perfect
204	nothing, its the best choice
205	there is nothing in particular I dislike. Trying to select the farthest one.
206	it effects others
207	its the longest (19.38m), thus the most expensive for land acquisition, bridges, flood plain foot print accommodation etc., road costs, maintenance etc. BUT it may actually be cheaper to build than 3 in the long run.
208	Knocks out the most pristine, bucolic country lane (Loudon Rd) in Gillespie County. Loads of joggers, cyclists, tourists enjoy natural beauty and multiple streams. Please don't ruin it!
209	It is the longest and will be the most expensive. It will drive a sprawl of commercial business where we will lose our "country living" at a faster pace. And of course, the main reason is because we are renovating a home on Kuhlmann to get away from the busyness and traffic and it will bring it too close to our property. It also takes out Gary Marburger's livelihood. It cuts right through his orchards.
210	too long, affects to many
211	Too close to our property - will commercialize the area we just moved to.
212	Can't think of anything... we like it!
213	Can't think of anything... we like it!
214	Will take a lot of rural land and split some properties.
215	Nothing.
216	Nothing

**How would you rate Blue Segment (Segment 1)?**



- Strongly Like: 26.64%
- Like: 15.44%
- Undecided: 8.49%
- Dislike: 7.34%
- Strongly Dislike: 42.08%

### What do you like about Yellow Segment (Segment 2)?

1	Seems like a logical route to consider
2	least expensive and lest destructive to wildlife
3	Nothing
4	Nothing.
5	Nothing
6	is ok if it links up with the white, yellow and green route connections (would be 2nd choice behind route #8)
7	NOTHING
8	I don't understand the significance of this small piece
9	Nothing
10	It keeps traffic away form town and most residences
11	It is short.
12	Do not like anything about it.
13	The route diverts traffic the further away from downtown Fredericksburg than some other routes.
14	Seems like a logical segment to consider depending on area impact.
15	It seems incomplete.
16	nothing
17	no opnion
18	Nothing
19	connected to route that is on other side of river
20	it is a small footprint

21	I'm neutral about this route.
22	What's to like on its own? Not clear.
23	Nothing
24	not much.
25	nothing
26	Good entry on 87N.
27	I like absolutely nothing about route 1. Not only does it cause irreparable damage to property that has been in my family since Fredericksburg was founded but it cuts through countless other ranches that are far from any commercialized infrastructure, essentially ruining my property and their property. Not to mention property that has been passed down from generation from generation. This route is extremely expensive to fund and would take years to construct and finish. Costing tax payers like myself thousands and thousands of dollars.
28	Nothing.
29	Short distance
30	No comment. Short.
31	Not sure
32	Very little housing affected
33	nothing
34	Nothing
35	Nothing
36	not acceptable
37	ok
38	Nothing.
39	dont like
40	not much
41	Nothing
42	Nothing
43	Nothing
44	Low impact
45	nothing
46	Nothing
47	Nothing.
48	No opinion
49	Nothing.
50	nothing
51	minimal impact upon existing subdivisions and homes
52	no comment
53	nothing
54	Not going through anyone's property
55	Nothing
56	Nothing
57	Nothing
58	not much
59	I like the Yellow Segment as it is far from town.
60	no opinion
61	nothing
62	Nothing
63	0
64	Good if connected to #4 then #3 going south.
65	Nothing
66	no opinion

67	No opinion
68	Again, do not like anything about moving diversion route this far west
69	no comment
70	nothing
71	Indifferent: neither like or dislike.
72	Nothing
73	no knowledge of area
74	no opinion
75	nothing
76	too smalll to consider.
77	Nothing
78	Nothing - why just show this tiny piece?
79	Lesser of the evils of all other routes except #1 Blue
80	It is far out of town now allows for future growth, less disruptive for homes & businesses!
81	Nothing
82	NOTHING
83	Nothing
84	Still too far out
85	What can I comment with intelligence about a segment that isn't complete? It doesn't seem to impact housing.
86	Absolutely nothing!
87	Nothing
88	nothing, why is this such a short incomplete segment, how are we supposed to comment on this?
89	Short!
90	It does affect less people this way. But what about those people whose land it goes through ? Some of those families have been there for generations
91	nothing
92	Not much
93	I don't agree with the next proposed route. It runs parallel to existing roads. Why build a mirror rd to an existing rd when you can improve the existing route?
94	It is further out of town
95	It is a shorter route, less disruption of homes and land.
96	too intrusive
97	No Opinion
98	It is so short and in an undeveloped area.
99	no particular opinion
100	no opinion
101	Stays far from the more developed parts of town
102	Far from town
103	Nothing
104	Nothing
105	Nothing
106	Provides good separation between town an
107	No opinion
108	Seems to be the less evasive choice.
109	n/a
110	Nothing
111	n/a
112	Ok
113	No objections.
114	No opinion

115	No opinion on segment 2 by itself,
116	Doesn't bifurcate properties I am concerned about
117	No opinion
118	No opinion.
119	I like that it's short and it doesn't seem to effect too many people's properties.
120	Segment 1 is better
121	I dont like it goes through the vinyard
122	Easy expansion
123	Okay
124	nothing
125	Nothing
126	Na
127	Nothing
128	no opinion
129	Not a thing
130	nothing
131	Shorter than # 1
132	Does not impact many residential neighborhoods
133	no opinion
134	no opinion
135	Is the YELLOW and RED connected? Am I missing something?
136	I dont.
137	Don't
138	N/a
139	It's a short route and will require less consturction.
140	This is a short road. Seems like a cheaper option and will affect less land owners.
141	Can't tell
142	Far enough out of town
143	Unknown
144	It's short.
145	Second option furthest from town.
146	Nothing. It doesn't seem to solve anything.
147	i can't even tell from this map how it would help
148	Undecided, too hard to tell without Road names on the map
149	Nothing
150	Further out is better
151	Still stays somewhat around the town outer edges
152	Nothing.
153	Irrelevant
154	Irrelevant
155	indifferent
156	nothing
157	nothing.
158	Has multiple connector routes
159	Nothing
160	no opinion
161	far enough out to lessen impact on existing homes
162	distance from center
163	It's a good collector for routes 3 and 6 to 5 to 4, the current curvature appears easier than 7.
164	Avoids many houses
165	I don't like it.

166	The fact it connects so far out 87NW
167	Like where it joins 87.
168	Like where it joins 87.
169	No opinion
170	Joins 87 at a good spot.
171	Too near city limits

### What don't you like about Yellow Segment (Segment 2)?

1	too far out of the way
2	The route is too long around town
3	This route ends up through homestead properties
4	This would depend on the impact of family and business owners in the area.
5	nothing
6	Cost
7	It's closer in.
8	it is still too far out
9	too far out
10	Same reason as Segment 1, comes right through our Stehling 170 year old family homestead & surrounding property where many members of our family still live. As mentioned in my comment page, the family has already had land taken from Old Mason Rd. and Hwy 87N and this route will now surround us.
11	It's way out in county
12	Same as the first
13	No complaints
14	It doesn't make sense. Why isn't it longer and why don't we have complete loops to rate?
15	It connect to other segments that are too long and too costly to build.
16	By itself, not much negative impact but since it will need to tie into other segments, overall it will have a larger negative environmental and landowner impact.
17	Nothing to add that is negative unless found to impact families and/or businesses.
18	It ties to segment 3
19	no opinion
20	It destroys our family homestead.
21	Too far out of town
22	Where it intersects 87 north, it comes within 100 yards of our 140 year old family home and right through the middle of our 160 year old family land and does not follow any property lines.
23	I'm neutral about this route.
24	It is only as good as the roads that connect it. Out of context.
25	Will be in rural areas
26	pretty far from town.
27	this segment by itself dose not achieve the goals.
28	No comment
29	I like absolutely nothing about route 1. Not only does it cause irreparable damage to property that has been in my family since Fredericksburg was founded but it cuts through countless other ranches that are far from any commercialized infrastructure, essentially ruining my property and their property. Not to mention property that has been passed down from generation from generation. This route is extremely expensive to fund and would take years to construct and finish. Costing tax payers like myself thousands and thousands of dollars.
30	It is too far out and connects with other segments which are too long.

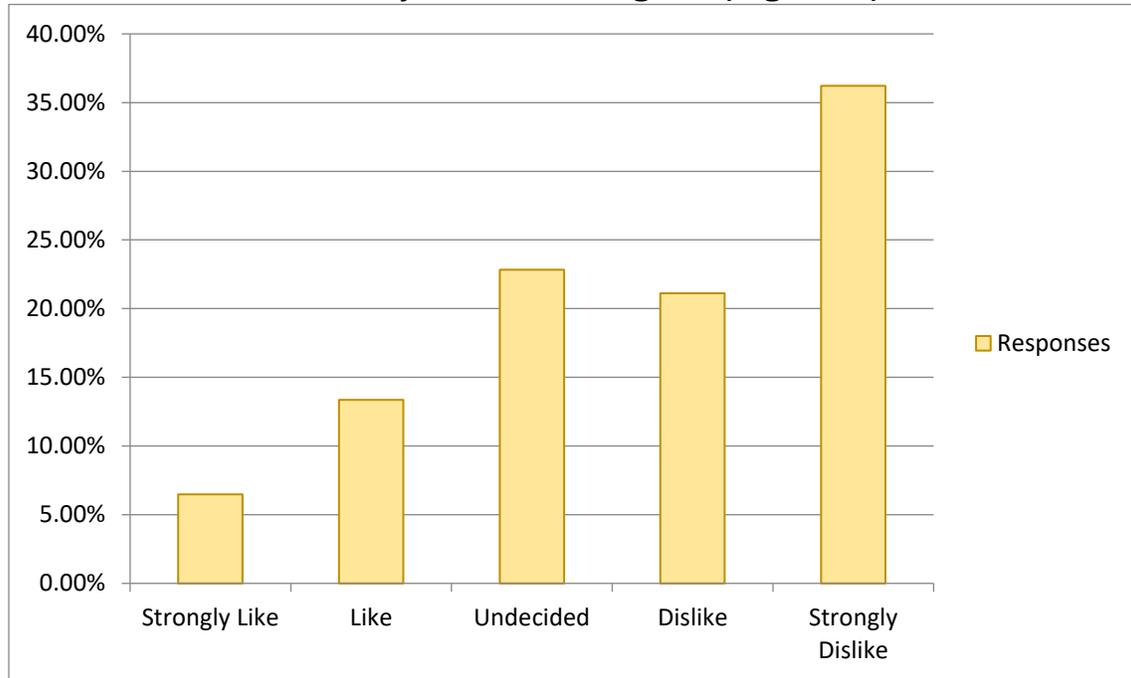
31	Just like every suggested route, it will be confiscating personal property for little or no just reason.
32	To far out.
33	Not sure
34	This shows such a short portion of the route, it doesn't really show where it would go!
35	same as comments on Route 1
36	too costly
37	Same reason
38	same objections as route 1
39	n/a
40	Another route to no where choice. Provides nothing for local or tourist traffic.
41	too far out of town
42	I do not like it as it connects to 4 and 5 which directly impacts my property
43	Distance of the route, costs,
44	Too far out. Will be longer and more expensive route.
45	Too close to my property. A more efficient route could be found.
46	Too far out
47	Also destroys my homestead established in 1852
48	Where it intersects with highway 87 North it comes within a few hunderd feet of five homes (one being my home, three within my family and one a neighbors home). Two of these homes are hstorically significant homes having been built by the first settlers to Fredericksburg. This segment and route one woudl eb devistating to these homesites.
49	Leads into treed area.
50	Again, it cuts through preserved land and instead of concentrating auto and truck traffic closer to the city center.
51	too far out
52	na
53	no comment
54	Too far and lots of negative impacts to creek.
55	Still too far out
56	Everything
57	crosses Baron's Creek and into hills
58	At this time, there is nothing I do not like about the Yellow Segment.
59	no opinion
60	to long
61	Same objection as in earlier question: county residents should not be forced to pay for a city problem.
62	feeds off of routes that i dislike
63	N/A
64	Too far from town
65	no opinion
66	No opinion
67	Encourages urban sprawl, breaks up homesteads, high numbers of deer creating hazardous driving conditions at dusk, night and dawn.
68	no comment
69	everything
70	Indifferent: neither like or dislike.
71	Ties into other routes that I am opposed to
72	leads to red route which we strongly dislike
73	Leads to red route that is unacceptable to me
74	appears to run in the area with most hills and therefore unnecessary cost
75	diverts too far away from town.

76	It joins another route that is not good.
77	It goes over established homes
78	That it leads into #4 and #3 bringing routing in closer which is not good.
79	That it leads into #4 and #3 bringing routing in closer which is not good.
80	It exists
81	LOCATION
82	connects to routes I strongly dislike
83	Again it destroys the Rural character of the Northwest Fredericksburg area
84	Still too far out and still negatively impacts the wildlife and wild areas.
85	Too close to residential neighborhood
86	It's closer to houses than other routes.
87	For the same reasons as #1. It ties into 3 and 5, I feel like this is still too much expanse for big developments to move in all along the bypass and therefore create a massive explosion of growth that we don't want for our beautiful quaint town.
88	Too far north
89	short and incomplete, too far out and will lead to a greater deal of ROW taken than other routes
90	It will still take land away from people who have owned it for generations. And the traffic noise will disrupt the peaceful countryside that they have enjoyed for years
91	that it comes off a routes that would disturb people's homes
92	Wildlife disturbance
93	I don't agree with the next proposed route. It runs parallel to existing roads. Why build a mirror rd to an existing rd when you can improve the existing route?
94	It is okay for future growth
95	takes property from friends
96	No opinion
97	i dont understand what the difference is
98	It is fine if used for Segments 3 and 4
99	87N intersection should be notably closer to town.
100	no opinion
101	Too far outside of town. Truckers won't want to go that far out of their way
102	Too close to town. Too close to homes and businesses.
103	Would appear to have several water crossings, which would be more expensive
104	Disrupts the wildlife habitat and their environment
105	Nothing
106	The same thing destroying way too many properties and land!!
107	It looks incomplete. It doesn't accomplish the objective which is bypassing downtown.
108	Useless
109	N/a...its a good option
110	No opinion
111	Too far from town
112	connection too long cost
113	n/a
114	It does not connect with my preferred routes
115	no opinion
116	Ok
117	It might have to connect to an undesirable route
118	No opinion
119	Dont like what it connects to
120	none noted
121	No opinion
122	No opinion.

123	not enough route
124	It will adversely impact a beautiful valley
125	It goes through a vinyard
126	not necessary if segment one is used
127	Na
128	Destroys valuable property
129	no opinion
130	Connects to segments that impact my property and neighbors property
131	doesn't solve anything
132	Looks like a road to nowhere
133	Destroys open spaces and farmland.
134	no opinion
135	Too close to town
136	no opinion
137	Too far out
138	N/a
139	It connects to other sections that present conservation issues such as sections 5 and 6.
140	N/A
141	Start of long path
142	Nothing
143	Don't see how it helps
144	It's right in the middle of a neighborhood.
145	It's closer than the blue option and runs through some beautiful properties. Would be a terrible idea to do this route.
146	It doesn't get trucks off Main
147	this short segment doesn't seem useful at all
148	Undecided
149	To close to Fredericksburg. Will take the quaint out of our town
150	same concerns as for Blue Segment
151	N/a
152	The one end comes closer to town. I feel it would be best to get the traffic out of town, seems that's the goal.
153	Too far out.
154	I am interested in a route rather than a segment. Segments of a route are used to confuse participants of this survey and limit achieving consensus .
155	I am interested in a route rather than a segment. Segments of a route are used to confuse participants of this survey and limit achieving consensus .
156	indifferent
157	cuts up large family farms and properties, history, disturbs wildlife
158	invasive of scenic Loudon road. invasive of too much farm land; invasive of family cemetery
159	Connects to route 3 which goes through family property
160	nothing
161	too far out
162	nothing I don't like
163	Topography challenging
164	It is still too far out. We are not San Antonio. We do not need a relief route that is that far away from Main Street.
165	too far out
166	It connects to 3, 4, 5, & 6
167	Nothing
168	Nothing
169	No opinion

170	Nothing
171	Too near city limits

**How would you rate Yellow Segment (Segment 2)?**



- Strongly Like: 6.47%
- Like: 13.36%
- Undecided: 22.84%
- Dislike: 21.12%
- Strongly Dislike: 36.21%

**What do you like about Red Segment (Segment 3)?**

1	Nothing
2	This is a high cost option and is one of the longest routes which is a negative. I do not like this segment at all.
3	Nothing
4	Nothing.
5	Nothing,
6	nothing!
7	do not like
8	NOTHING
9	Diverts traffic from wineries on 290
10	Nothing
11	Again, it is further from town
12	It leaves plenty of room for expansion.
13	Do not like anything about it.
14	The route diverts traffic the further away from downtown Fredericksburg than some other routes.

15	Nothing
16	This will have a dramatic impact on my existing property and that of many neighbors. Rationale for my input outlined in Question #8.
17	It would skip most of the traffic associated with town.
18	Nothing
19	not much...still too far out and low access for locals and tourists
20	not much impact on residential housing than other routes
21	Nothing
22	on other side of river
23	Nothing
24	it closely follows an existing roadway, but gets traffic closer to the town limits before having to make a decision about whether to visit the town
25	I don't like this segment.
26	Nothing
27	Nothing
28	nothing
29	nothing
30	Good distance from town.
31	Absolutely nothing.
32	Nothing.
33	It appears it may affect less hoemsteads
34	Nothing
35	Nothing
36	Terrible
37	Nothing
38	further from the city limits, room for growth
39	nothing
40	Nothing
41	Nothing
42	not acceptable
43	Absolutely nothing!!!!
44	Nothing
45	i don't like this segment
46	Like Segment 1, it should impact fewer houses than routes closer in.
47	Nothing
48	Nothing
49	Nothing!!
50	Not much
51	nothing
52	Nothing, Too close to homestead
53	Nothing.
54	Nothing
55	Nothing
56	Not much. Still too far out.
57	Nothing.
58	nothing
59	minimal impact upon existing subdivisions and residences.
60	my second choice
61	nothing
62	Nothing
63	Not a thing
64	Nothing

65	nothing
66	I like the Red Segment as it is far enough away from town.
67	less affects on developed areas
68	Nothing
69	Nothing
70	nothing
71	Far enough from town for city expansion.
72	Nothing
73	seems not to impact any existing housing
74	Lower impact on residential area
75	If it creates a relief route south of Friendship Lane, I would like that Friendship Lane isn't clogged up with trucks and can still be used by locals. The intersection of FM2093/Friendship Lane and Hwy 16 is poorly controlled by the way the traffic light is calibrated and there is a lot of local traffic like high school (inexperienced) drivers and farm vehicles which won't mix well with trucks.
76	It is farther out, which I like, but I think it is too close to the river
77	nothing
78	It still goes outside around the town similar to segment 1.
79	not much
80	Not much, seems to impact more housing
81	absolutely nothing!!!
82	Nothing, it impacts our 115 yr old family farm
83	nothing
84	nothing
85	Nothing
86	Nothing
87	second farthest out
88	It is farther out than all except #1.
89	Nothing
90	NOTHING
91	Nothing
92	Still too far out.
93	Is farther away from homes and neighborhoods than other routes.
94	Absolutely nothing!
95	Nothing
96	nothing
97	Shorter than Segment 1
98	Don't like it
99	nothing
100	How many bridges it has
101	It's further out than most of the proposed routes, which I think is good idea.
102	I like that it is less populated and further out of town for future growth
103	nothing
104	Good distance from town.
105	It is second best to Route 1 since it is far from existing development (town) and would be least disruptive other than segment 1. It is still too close to the sensitive Pedernales River and flood plains. It could also turn north on the west side and connect with Segment 5 to shorten the overall length of the route.
106	nothing
107	It appears it has little impact on residential housing.
108	Avoids crossing the river by staying south of it.
109	I like that it skirts the whole town

110	Still room for growth but less impact
111	Far from town- keeps trucks away
112	Nothing
112	That is bypasses a significant part of town.
113	Towards the outskirts of Fredericksburg.
114	Provides good separation between town an
115	This route is one of the better ones
116	Avoids dividing home
117	Seems to be the less evasive choice
118	n/a
119	The better of the long segments.
120	shorter than blue
121	Faster than first one
122	Further away from established neighborhoods.
123	Appears to be further from residential areas. Better than 8,7 and 5
124	Quicker from 16 to 290
125	Doesn't bifurcate properties I am concerned about
126	Lower impact on housing than some of the other segments,
127	Complete bypass of most of town, uncomplicated.
128	adequate relief
129	Nothing
130	nothing
131	Horrible idea
132	Good
133	Far enough out to give FBG room to grow
134	nothing
135	Shortened time from west side or east side to 16
136	Na
137	Nothing
138	Looks like fewer property owners would be impacted.
139	Do not like
140	An alternative to segment 1
141	Fair distance from town
142	Does not impact many residential neighborhoods.
143	further out, but not as good as blue route 1
144	lower impact on residential housing than other routes
145	Nothing
146	Again this route has less encroachment on current homesteads.
147	Don't
148	N/a
149	It bypasses most of the town.
150	N/A
151	Terrain is relatively flat so road construction would be better and less expensive, it goes through fewer homesites, it empties onto 290 East in a good location
152	Nada
153	Na
154	Avoids some neighborhoods and downtown
155	It keeps the road away from schools and neighborhoods.
156	Of all the options, it's the second furthest from town. Blue segment is better.
157	With segment 2, it looks like it would keep trucks off Main and not impact homes or neighborhoods.
158	Further out

159	truly goes around FBG
160	Shorter than segment one and still out of town
161	Avoids majority of busy town
162	Further out is better for long term growth of town
163	Stays somewhat on the outer edges but the one end gets closer to town
164	Nothing
165	Less populated. Slightly shorter than route 1
166	My second choice at best. As stated above, my 2nd choice would include the yellow segment.
167	My second choice at best. As stated above, my 2nd choice would include the yellow segment.
168	I think that this would be fare enough from town.
169	Not quite as far out. Better on cost though still expensive. Seems to affect fewer # of properties. There are larger properties here that won't be as affected by being split.
170	A little shorter route but still allows Fredericksburg room to grow inside the loop
171	Seems to be least obstructed by homes and other development. Looks like most level terrain for ease of construction.
172	nothing
173	nothing
174	Do not like.
175	Nothing
176	this is my 2nd favorite route because it also inserts further out on HWY 290 avoiding congested traffic near tractor supply area
177	far enough out to lessen impact on existing homes
178	Far from town
179	far out
180	distance from center of town
181	About the same as route 1
182	Not much
183	Nothing
184	it's a little shorter than route 1
185	How far it reaches out 290 E and 87N
186	Good farther out alternative, like Segment #1 – serves the community better by keeping trucks further away from town and allowing them to get up to high speeds.
187	Good farther out alternative, like Segment #1 – serves the community better by keeping trucks further away from town and allowing them to get up to high speeds.
188	Totally bypasses FBG.
189	Also far enough out to having a lasting benefit, as well as trucker friendly speeds.
190	Also like
191	Nothing

**What don't you like about Red Segment (Segment 3)?**

1	1. This route is also too long (over 16 miles) which will result in substantial land acquisition cost. 2. The route crosses the Pedernales River and Hwy. 16 near "dead-man's" curve which will require substantial infrastructure construction. 3. This route crosses some of the counties most productive crop and pasture land. 4. Many of the properties impacted by this route are river front properties, which will increase the per acres acquisition costs. 5. Many of the properties crossed by this route are heritage family farms or properties that people spent their life savings to acquire. These farms are not 1,000 acre properties that are being
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	crossed, but are likely only 100 acres or less in size and will be completely ruined by this route. 6. The rural lifestyle of many families will be eliminated by this route. 7. This route and other outside routes could lead to urban sprawl.
2	too far out, too long,
3	Too long - Truckers won't go that far around town.
4	cuts through homestead properties
5	1. There are too many elevations involved in this segment which translates into increased costs. 2. This is the 2nd longest of the segments (14 miles) being proposed which translates into the highest costs. 3. Additional infrastructure (Multiple bridges) will be required as it will cross multiple creeks and the Pedernales River several times and dramatically increase the cost of the project. 4. This segment is in the 100 year flood plain area of the Pedernales River Basin and I have seen this entire area under several feet of water multiple times in my lifetime. 5. There are more than 60 homes and family heritage property households along this route (including the property of our family, Milton Dare) that will be dramatically impacted by this segment and there are several subdivision along this route as well. 6. Kinder Morgan, Apache and ExxonMobil are in the process of finalizing the Permian Highway Pipeline project which is to be completed by 2020 and runs from Fort Stockton to Houston and this segment appears to be along this same route and has it coming right through this area and crossing Segment 3 multiple times. 7. This is some of the most beautiful land around Fredericksburg and it would be a shame to impact this area with this major highway project. It certainly seems that going North of the River initially would be more logical and practical and enabling the use of existing infrastructure and right of way more effectively.
6	same ans as 1, more destructive to Fredericksburg history and wildlife
7	Cost. Distance.
8	It's too close in.
9	It is still too far out and people will not take it.
10	Too long; too expensive--very intrusive to landowners!
11	too long and expensive
12	Same reason as Segment 1 & 2
13	seems far out in county, large virgin land impact
14	Same dislikes as one and two
15	It appears that it crosses the river in multiple locations - making it more expensive
16	It is winding.
17	The route of 15 miles is too long to go around a small town. It would be too costly to build requiring bridges to be built over Live Oak Creek and the Pedernales River. It would require too many landowners to negotiate with.
18	The route has the greater negative environmental and landowner impacts than other routes and would be more costly than shorter routes.
19	1. There are too many elevations involved in this segment which translates into increased costs. 2. This is the 2nd longest of the segments (14 miles) being proposed which translates into the highest costs. 3. Additional infrastructure (Multiple bridges) will be required as it will cross multiple creeks and the Pedernales River several times and dramatically increase the cost of the project. 4. This segment is in the 100 year flood plain area of the Pedernales River Basin and I have seen this entire area under several feet of water multiple times in my lifetime. 5. There are more than 60 homes and family heritage property households along this route (including the property of our family, Willam Nance) that will be dramatically impacted by this segment and there are several subdivision along this route as well. 6. Kinder Morgan, Apache and ExxonMobil are in the process of finalizing the Permian Highway Pipeline project which is to be completed by 2020 and runs from Fort Stockton to Houston and this segment appears to be along this same route and has it coming right through this area and crossing Segment 3 multiple times. 7. This is some of the most beautiful land around Fredericksburg and it would be a shame to impact

	this area with this major highway project. It certainly seems that going North of the River initially would be more logical and practical and enabling the use of existing infrastructure and right of way more effectively.
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21	it's too long and too far out. Would diminish usefulness.
22	Goes through my front property and half of my fields
23	too far out...too high cost
24	no opinion
25	It destroys our family homestead
26	cost
27	Too long; crosses the river & proposed pipeline; intersection 16 near "deadman's curve";
28	good alternative, but violates private property owner rights
29	Much like route #1 it's too long, costly, does not use many existing roads, cuts through a lot of land plots, hills and trees, and is too far way from downtown to offer any economic benefit to the city of Fredericksburg. Also, it will likely not be used by locals.
30	Same as the blue
31	too far from 16 and is rural area
32	too far out of town.
33	too far out from town, this will drive development too far from F'burg proper.
34	Length. Expense
35	I don't like anything from segment 3. This cuts through way to many historical properties and ruins peoples lands. This route would be to costly and take way too long to construct.
36	It is too long and too expensive to build. Would also have to build a bridge over the Pedernales River and over Live Oak Creek.
37	Just like every suggested route, it will be confiscating personal property for little or no just reason.
38	It splits our property In four pieces
39	Crosses three flood plain areas. To far out.
40	Brings highly undesirable light & noise intrusion into peaceful rural tranquil areas.
41	This route would go directly through my property. We are already subject to a 42 inch pipeline cutting through our property. Once every one takes what they deem is their part for their purposes it will leave nothing left from my heritage and what my family worked for since arriving in America.
42	Exchange at 290W will affect the home and 5 acres that my husband and I purchased from my grandmother's estate 3 years ago. Looks like it would dissect the property. We live in Arkansas and were planning on moving back when our farm sold. The farm sold in April

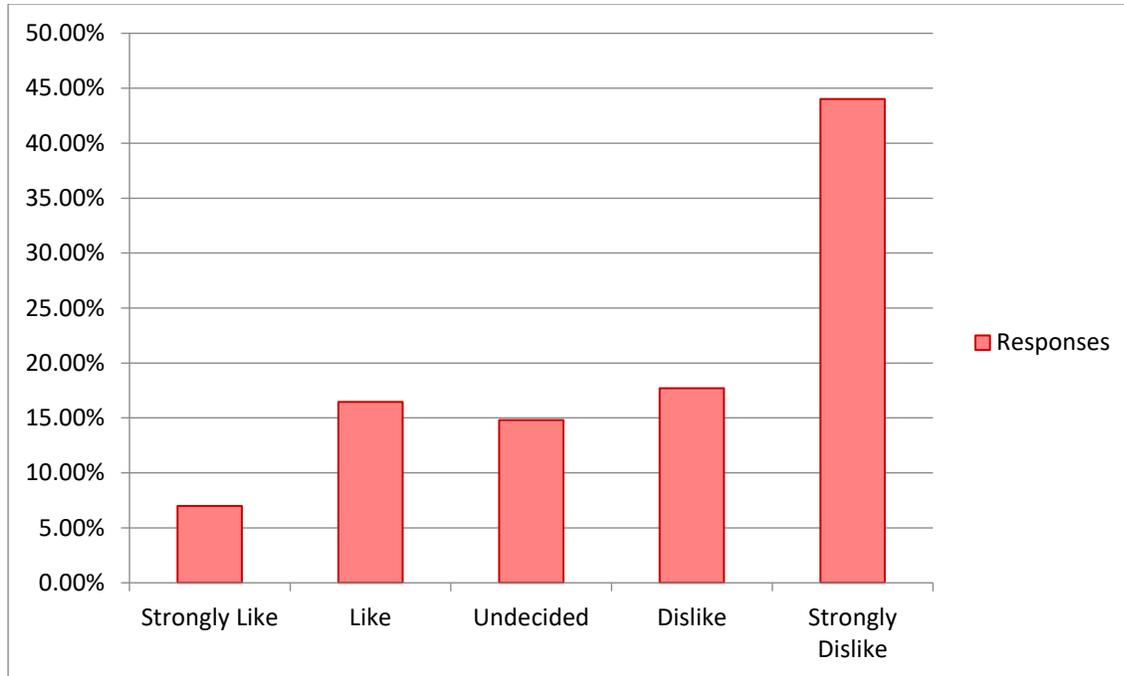
	2018. We are in limbo now because we were going to renovate the house before moving into it.
43	same as comments on Segment 1
44	too costly
45	It basically does the same exact thing as route 1. It is too long expensive and invasive to land owners in the area!!
46	same objections as with route #1 and #2
47	Too lengthy and costly
48	This will be in a field right next to my house. I have two young children, under the age of 6, who love to play outside. Being in the country, my husband and I allow them to play outside by themselves in the backyard. This road will make me very nervous about them being outside as well as the noise level of the traffic, potential accidents, as well as headlights at night.
49	Another route to no where. It will be the 2nd highest cost route. It provides nothing for locals or tourists. Does not use any existing right of ways.
50	inconveniently long, thru drivers will avoid using it
51	too long and too far out of town
52	This directly impacts my property, I don't want this one at all!
53	Distance of the route, costs,
54	Too long and expensive to build. Will require numerous bridges to be built to cross large drainage areas and dry creek beds. Staying on inside of Live Oak Creek would minimize bridge building and cost.
55	This route would cut a portion of my property that would become a no man's land and not even be worth selling.
56	Too far out
57	To far out from town and people will not use it
58	too long and costly
59	Comes too far out of town,not necessary
60	As with route one this route is also too long, csotly and would adversely affect too many homes and ranch and farm land, plus it leads to segment two which runs too close to and destroys the integrety of too many homes at the intersection of Hwy. 87 north.
61	Fails first goal. Outside original study area. Expensive stream and river crossings. Splits many larger properties, endangering their continued usability for animals, hunting, etc. Too long to entice truckers. Double the distance to acquire ROW, pave and maintain vs. closer in routes. Goes through treed areas.
62	too far from town to be useful to local residents, more costly to construct, too near the north end of Dead Man's curve for safety.
63	Too many bridges will need to be built. Too much expensive real estate to be bought.
64	Again, it cuts through preserved land and instead of concentrating auto and truck traffic closer to the city center.
65	too much distance, too costly
66	na
67	too close to town
68	cuts through too much pasture land and homesteads
69	A little too far out and would be right next door to our house which we absolutely DO NOT WANT! This segment would have to go through hills and would cost more money to build.
70	A little too far out and would be right next door to our house which we absolutely DO NOT WANT! This segment would have to go through hills and would cost more money to build.
71	Way too long and will have to cross Pedernales River and major hills.
72	Goes over major hills; too long; will have to cross a major river
73	Everything
74	long, costly, traversing difficult hilly terrain and residential hillsides

75	I don't like that it ends by the wineries. It should end closer to the end of the wineries to avoid traffic congestion.
76	east starting point is going to be very congested
77	too long
78	Still places burdon of land acquisition on the county. This is a CITY problem.
79	too close to established residential neighborhoods
80	N/A
81	Too far from town. Major river crossing and very costly
82	no opinion
83	No dislike
84	Too long and probably expensive
85	It comes out on Hwy 16 at an area known as "deadman's curve"- this is already a treacherous stretch of highway.
86	Too close to the river
87	everything
88	It potentially might disrupt some people's farms/vineyards.
89	It should not be located south of river
90	No opinion
91	It would destroy our family farm and 115 yr heritage that we have worked hard to keep for our family to live out on
92	It destroys famil farm and 115 yr continious ownership
93	route is farther out from town but again doesn't appear to be aligned with any real reasoning as it goes through some extensive hills
94	see comments for Blue route - too far out, too long, too invasive.
95	Not as good as Route 1
96	It goes over my family's property & is less than half a mile from my home of 33 years
97	Still not far enough out; impacts current suburbs, neighborhoods, businesses
98	It appears to go through established neighborhood and homes. Probably more costly
99	It exists
100	STRICTLY LOCATION
101	Harms Settlers Ridge
102	Again it destroys the Rural character of the Northwest Fredericksburg area
103	Still too far out and negatively impacts wildlife and wild areas.
104	Too close to residential neighborhood.
105	It runs south of 87 and 290
106	For the same reasons as #1. It ties into 3 and 5, I feel like this is still too much expanse for big developments to move in all along the bypass and therefore create a massive explosion of growth that we don't want for our beautiful quaint town.
107	Too long
108	too far out, has to acquire too much ROW, too much archaeological findings near riverbeds that will be destroyed and impacted
109	Why take land from people who wanted to live in the country to build a highway when the route in town bothers no one but the pedestrians
110	that it would disrupt housing
111	The land and homes it goes thru
112	It's just like route option one, just a little closer in. Option one is more desirable.
113	There is nothing I do not like
114	It is too long and goes through too much land.
115	do not know
116	Takes away a lot of private property.
117	requires removal of too many trees
118	It is not as good as Segment 1, 10 or 12

119	Still too far outside of town. Much more practical & cost-effective to utilize a shorter route, closer to town. Truckers don't need such a remote route.
120	no opinion
121	Again, too long. 15 miles of new road will be exorbitantly expensive and will dis-incetiveize trucks from using the relief rout.
122	Too close to town. Too close to homes and businesses.
123	Intersects with 290 just west of the Stagecoach gas station, which is a dangerous intersection.
124	Disrupts the wildlife habitat and their environment
125	Crosses multiple flood plains and I *think* protected habitats
126	Cost
127	Everything! Destroying way too many properties!!
128	It's intruding too much on local businesses and homes
129	Should be to the north and east.
130	N/a...its a good option
131	Too long, not a "relief" when it takes those traveling so far out of the way. Cuts through beautiful, scenic Loudon Rd.
132	too long costly
133	n/a
134	Too long, having to skirt the river valley. Too much land acquisition necessary
135	no opinion
136	Closer to town and population
137	nothing
138	No comment
139	N/a
140	none noted
141	Still too far south and too long.
142	Starting to impact some housing and views north of 290
143	No major objections.
144	Again, it's way too long and way too invasive and again that's a very dangerous part 16.
145	although more long term than other options 1 is a better route
146	There is other options this one goes through a vinyard
147	More disruptive
148	Nothing
149	not necessary if segment one is used
150	It's too close to other routes
151	Destroys valuable property
152	no opinion
153	Impacts my property, crosses family and neighbors property. To close to river.
154	Blue is further away from established neighborhoods
155	Don't like the idea of 2 separate projects
156	Destroys many open spaces and farmland.
157	Not as far out as possible
158	Too close to town
159	no opinion
160	Ruin
161	Will cross into private property/farms
162	Too far out
163	N/a
164	It crosses over the Pedernales River, which poses risks for water contamination, flooding and probelsm for local species.
165	That more land is being used for the loop.

166	It's a little far from town for locals to benefit
167	Too long
168	Na
169	Still would encroach upon current neighborhoods and play areas
170	It cuts through people's property.
171	Would get very close to some nice neighborhoods. Destroy value of some nice properties.
172	Nothing
173	Doesn't avoid stagecoach congestion
174	like the blue segment, it seems too far out of town for anyone in town to use it to avoid mainstreet
175	The entrance
176	similar concerns as to Blue and Yellow segments
177	N/a
178	The one end gets closer to town
179	Too long a route leading to lengthy travel times and high costs. Requires bridge over Pedernales River and major topographic issues.
180	I prefer the blue route which removes the "dangerous traffic" further out and enables adjustment to Deadman Curve which is dangerous.
181	I prefer the blue route which removes the "dangerous traffic" further out and enables adjustment to Deadman Curve which is dangerous.
182	Still provides too much room for development out into the hills.
183	Too long. Less accessible for local use.
184	cuts up large family farms and properties, also our history, disturbs wildlife
185	invasive of family cemetery; destroys too much farm land
186	Cuts across our 150 year old historic homestead. Second time.
187	Goes through family property
188	it has some minor exposure to river flooding
189	nothing, it looks great
190	Nothing in particular
191	too far out
192	Its 14.4 miles, costly or more costly than as for 1
193	Impacts Live Oak Creek and Loudon Rd
194	It is too far away from downtown. We are not San Antonio and we do not want to create urban sprawl.
195	too many miles
196	Swings too far south & west
197	Not as far out as Segment #1.
198	Not as far out as Segment #1.
199	Cuts properties, loss of farmland and pasture
200	Nothing.
201	nothing

**How would you rate Red Segment (Segment 3)?**



- Strongly Like: 7.00%
- Like: 16.46%
- Undecided: 14.81%
- Dislike: 17.70%
- Strongly Dislike: 44.03%

### What do you like about White Segment (Segment 4)?

1	This segment is at a mid-point in the Relief Route area.
2	less expensive and less of an impact to local culture
3	No opinion
4	Nothing
5	Nothing
6	2nd best choice behind route #8
7	NOTHING
8	unsure why it's broken out
9	Nothing
10	It feeds into Line 3 and 5 which are not good choices
11	Not sure.
12	Do not like it.
13	The route diverts traffic the further away from downtown Fredericksburg than some other routes.
14	Seems like a logical segment to consider depending on area impact.
15	Close to town allows easy access to many people.
16	Nothing
17	Nothing
18	Nothing
19	nothing!
20	small segment
21	It's a natural connection to route #5.

22	As an orphan road there is nothing to like
23	Nothing
24	nothing
25	it does nothing by itself and must be considered as a hole project including 2,5 and 6. then the cost looks to be prohibitive.
26	Good distance from town
27	Absolutely nothing.
28	Nothing.
29	Nothing
30	Nothng
31	No comment. Short.
32	Don't
33	Very short
34	Mostly pasture
35	nothing
36	Nothing
37	not acceptable cannot believe a route this short would benefit anyone
38	Nothing
39	i don't like this segment
40	Nothing
41	Nothing
42	Nothing
43	Low impact
44	nothing
45	Nothing
46	Nothing.
47	No opinion
48	Segment 4 is superfluous, because I don't like any of the routes connected to it.
49	Nothing.
50	nothing
51	do not approve of this segment
52	no comment
53	nothing
54	Nothing
55	Nothing
56	Nothing
57	not much
58	The White Segment is far enough away from town.
59	no opinion
60	nothing
61	Nothing
62	nothing
63	Good continuing from #3 and linking up with #2.
64	Nothing.
65	nothing
66	Nothing
67	I like that it is closer to the area where there is a problem needed a solution rather than the previous two I've addressed where I think you are just creating new problems.T
68	no comment
69	nothing
70	Indifferent
71	Nothing

72	nothing
73	Nothing as it leads to bad segments red and green
74	nothing
75	better than red or blue
76	Nothing
77	NOTHING
78	Not sure, can't zoom in enough to see
79	Nothing
80	it is farther out so less likely to displace homes; but turn may be sharp for high speeds
81	Nothing
82	NOTHING
83	Nothing
84	Nothing. It is incomplete. It compromises homes.
85	Absolutely nothing!
86	Nothing
87	nothing, incomplete segment too far out
88	Less people affected but still dont like it
89	nothing
90	It has a nice curve
91	It's further out of town than some options.
92	It is situated a good distance from town
93	Shorter, less disruption of property
94	nothing
95	No opinion
96	It is so short and in an undeveloped area.
97	nothng
98	nothing
99	Too close to town.
100	Like it better than cutting in toward town
101	Far from town
102	Nothing
103	Nothing
104	Nothing.
105	A little shorter than outter options.
106	Far from town
107	Nothing, I'm opposed to it.
108	n/a
109	Nothing
110	n/a
111	Ok
112	Nothing
113	Nothing
114	Doesn't bifurcate properties I am concerned about
115	Nothing
116	No opinion.
117	It's short and less invasive
118	nothing
119	I dont like it at all
120	nothing
121	Na
122	Nothing
123	no opinion

124	Do not like
125	nothing
126	Not a thing
127	Does not impact many residential neighborhoods.
128	Takes traffic further out
129	nothing
130	Don't like.
131	N/a
132	This segment is small.
133	The location affects few and the length of the construction is minimal thus creating more potential for funding to be spent elsewhere with the same outcome route result.
134	It seems to be a less invasive option and is far enough out to be a useful emptying onto 290 west
135	Slightly better
136	Na
137	Not much
138	It's short.
139	Still further from town, which is good.
140	Nothing
141	Prefer to keep all routes further out
142	Undecided
143	Avoids more developed areas. Impacts less people
144	Nothing.
145	I am interested in a route rather than a segment of
146	I am interested in a route rather than a segment of
147	indifferent
148	nothing
149	closer to town
150	Easier route for trucks. Not so many turns.
151	Not part of my favorite route
152	looks fine to me
153	nothing
154	distance from center of town
155	Reasonably well placed collector for 3 and 5
156	Meh
157	nothing
158	a little shorter
159	How far N 87 it connects
160	Very good alternative to the upper end of Segment #1.
161	Very good alternative to the upper end of Segment #1.
162	Totally bypasses FBG
163	It works well with the outer routes.
164	Extension of red (3)

**What don't you like about White Segment (Segment 4)?**

1	still too far out
2	Again, the route is too long.
3	this route ends up going through homestead property
4	Potential impact on existing homes or businesses
5	nothing

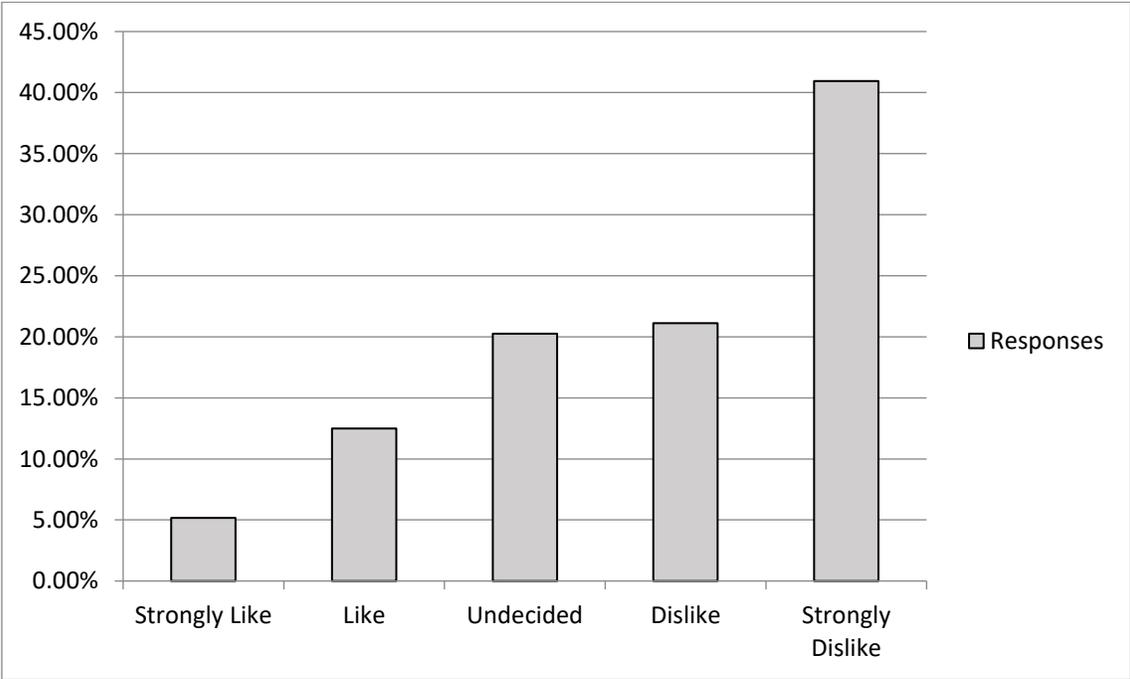
6	No opinion
7	It's too close in.
8	This part is too far out
9	Same reason as this leads to segment 2
10	far out in county
11	Same as first three
12	It is a feeder into 3 and 5
13	It has to have other segments to be useful.
14	It connects with other segments that are too long and would be too costly to build.
15	By itself, not much negative impact but since it will need to tie into other segments, overall it will have a larger negative environmental and landowner impact.
16	It would be part of a longer segment that might not be financially feasible and infrastructure costs may be too high. Nothing else to add that is negative unless found to impact heritage families and/or businesses.
17	Goes through friends property
18	it adversely impacts residential housing
19	It destroys our family homestead
20	connected to option #6
21	Again too far out;
22	violates private property owners rights
23	Not sure.
24	Or dislike
25	too far from 16
26	too far out of town
27	Too expensive when considered as a part of the project to achieve traffic relief.
28	No comment
29	I don't like anything from segment 4. This cuts through way to many historical properties and ruins peoples lands. This route would be too costly and take way too long to construct.
30	It connects with segments which are too long and too expensive to build.
31	This route will more than likely be Golden Cheek Warbler or Black Capped Vireo habitat.
32	Takes others property
33	Too far out.
34	Intrusive noise & light
35	I can't believe that this would be the only portion of the project.
36	an extension of a route that is still too long and too expensive
37	Same as above
38	same objections as #1 #2 #3
39	Nothing. Another route to nowhere. Does not use any existing right of ways.
40	too far out of town
41	Connects to 5 which directly impacts my property and transportation path
42	It's getting too close to town so will impact more houses.
43	Distance of the route, costs,
44	Too far out and long. Too expensive to build.
45	Too close to my grandchildren.
46	A lot of tree clearing
47	Too far out of town and destroys several 1800s homes
48	As noted for route one and segment two, this segment leads to an intersection with Highway 87 North that would be devastating to my home and property and the property and homes of three other members of my family.
49	Goes through treed area.
50	Too far out.

51	Again, it cuts through preserved land and instead of concentrating auto and truck traffic closer to the city center.
52	too costly
53	Any segment that would connect to 5, 7, 8 or 9 is unsatisfactory. These segments are all over, across and upon Settler's Ridge Subdivision or in close proximity to it. The task force should have as its highest priority the protection of existing communities of residential dwellings. This routes would create a tremendous negative impact upon the homes located in their paths and destroy the community identity that exists.
54	no comment
55	Has to go over big hills
56	Goes over major hills; too far out
57	Everything
58	traverses residential hills
59	At this time, there is nothing I do not like about the White Segment.
60	no opinion
61	still to long
62	Same as above.
63	too close to homes
64	nothing
65	Ties into route 2 which is too far from town.
66	Segment 4 connects to Segment 5 which effects residential housing.
67	Requires route 5 to connect to it
68	Interference with Live Oak Creek.
69	no comment
70	everything
71	Indifferent
72	Connects to routes I totally object to
73	connects to another route that cuts into our family heritage farm
74	White enables Red or Green, that impact family land
75	right in the middle of the hilly area for no valid reason, thus expensive
76	still too far out. see above.
77	It has a very bad route that comes off of it.
78	ROUTE 4, 5, AND 7 GOES DIRECTLY OVER HOUSES - NOT JUST HOUSES BUT GOES OVER AN ENTIRE HOMESTEAD - THE HOUSE/BARNS/WELLS/GRAIN SILOS - WOULD HAVE TO COMPLETELY START ALL OVER
79	Crosses established homes
80	TOO CLOSE in; disrupts homes, businesses where it links to other end of town
81	too close in; turn may be sharp for high speeds; disrupts homes as it leads into # 5 which is too close in for growth and too many homes and businesses disrupted
82	It exists
83	LOCATION
84	harms Settlers Ridge
85	It cuts right through a rural residential area in the Northwest Fredericksburg area
86	Too close to residential neighborhood
87	It will impact peoples' homes.
88	For the same reasons as #1. It ties into 3 and 5, I feel like this is still too much expanse for big developments to move in all along the bypass and therefore create a massive explosion of growth that we don't want for our beautiful quaint town.
89	Too far north
90	too far out, will lead to the acquisition of too much ROW
91	STILL will affect those landowners that wanted to be away from the noise and trsffic
92	that it would disrupt housing

93	Proximity to neighborhoods
94	Upper Live Oak is a more logical option.
95	Nothing
96	do not know
97	No opinion
98	It is fine only if used with Segment 3
99	unrealistically distant from town
100	The portion of route 4 that comes off route 5 negatively affects residential neighborhoods.
101	Too far outside town
102	Too close to town. Too close to homes and businesses.
103	Disrupts the wildlife habitat and their environment
104	Nothing
105	Still destroying property owners
106	It looks incomplete so it's hard to tell what the full route is.
107	Too close to the center of Fredericksburg.
108	Getting too close to town. Eliminates clear separation b/n town roads and hwy. allows for less in-town (inside loop) growth. Impedes on uniqueness of town culture.
109	No opinion
110	too far out of way
111	It ties in segment 5 & causes the route to go through a historic site, farm/vineyard.
112	leads to segment 5 that divides 1851 Vineyards in two
113	Doesn't connect with my favored routes.
114	n/a
115	Ok
116	It will have to connect to a route that goes through or too close to existing neighborhoods.
117	Useless as it only benefits Segment 5 which impacts residential areas
118	none noted
119	Impacting residential areas
120	No opinion.
121	not enough
122	again it is better than some routes but not long term enough
123	It cuts through a family's property
124	not necessary if segment one is used
125	It's not a continual route
126	Destroys valuable property
127	Not familiar with density of homes here, so unsure.
128	Connects to segments that impact my property
129	doesn't solve the problem
130	Another of separate job...Why?
131	Destroys open spaces and farmland.
132	builds off of a loop closer to town with impact to housing and schools
133	I object to the portion of route 4 that comes off of route 5 as it adversely affects residential housing
134	Too short to make a difference
135	Too far out
136	N/a
137	I don't like that this segment connects to segments 5 and 6.
138	N/A
139	too long
140	Na
141	Don't see how it would help much
142	It is too close to neighborhoods.

143	Very close to neighborhoods and places where kids play. Noise will affect neighborhoods and homes.
144	It looks like it is involving existing homes
145	too far out of town to seem helpful
146	Undecided
147	similar concerns as to Blue, Yellow and Red
148	N/a
149	Topographic issues and major negative impact to Settler's Ridge Development.
150	Irrelevant, not a route
151	Irrelevant, not a route
152	indifferent
153	cuts up farms and property
154	expensive hill construction required
155	Not part of my favorite route
156	this is too close to town residences
157	nothing
158	affects property owners
159	too far out
160	No dislikes
161	expense
162	same as the others. It is too far out. We do not need to encourage urban sprawl.
163	too far out, you are making a city problem a county problem.
164	It connects to 5 & 6
165	Not as far out as Segment #1.
166	Not as far out as Segment #1.
167	No opinion
168	Nothing.
169	Unnecessary if build segment 1

**How would you rate White Segment (Segment 4)?**



- Strongly Like: 5.17%
- Like: 12.50%
- Undecided: 20.26%
- Dislike: 21.12%
- Strongly Dislike: 40.95%

**What do you like about Green Segment (Segment 5)?**

1	absolutely nothing
2	Appears to be less intrusive and goes through less homes or businesses
3	nothing, but better than 1and 3
4	Nothing
5	Nothing.
6	It is closer in than segment 1
7	2nd best choice behind route #8
8	Nothing
9	not to curvy
10	Nothing
11	I do not like this route
12	Nothing.
13	Do not like it.
14	A better balance of less environmental impact and not too close to residential areas.
15	Seems like a logical segment to consider depending on area impact.
16	Nothing
17	the portion of route 5 that is south of 290
18	Neutral
19	nothing!
20	short segment for traffic to follow
21	This is the first somewhat viable route, at least it's not as long and far away as the other two longer routes (route #1 & 3). It seems as though the cost would be less. It's straight and a little closer town than route #1 and #3.
22	It's about the best route
23	not much
24	nothing
25	same as 4 above,
26	Good distance from town
27	Absolutely nothing
28	Nothing.
29	I can't think of anything
30	Nothing
31	Nothing.
32	Don't
33	Very little housing affected
34	nothing
35	Nothing
36	this is a better route
37	It is the best choice in my opinion. It is mostly fields, not houses, and a road is already established in this location.
38	Nothing
39	seems to be a compromise between too close to downtown and too inconvenient for drivers to use

40	i don't like this segment
41	Nothing
42	Nothing
43	Seems to be the best choice since it would run into an existing roadway.
44	Low impact
45	nothing
46	Nothing
47	Nothing.
48	Nothing
49	Again, Segment five is too far out.
50	Nothing.
51	nothing
52	do not approve
53	no comment
54	nothing
55	Nothing
56	Nothing
57	Nothing
58	flat topography
59	I like the Green Segment as it is far enough away from town to possibly prevent having to do another loop in the future as traffic increases.
60	no opinion
61	nothing
62	Portion of route that is south of HWY 290 is OK.
63	nothing
64	I would think it should be further from town but could work.
65	Might work if it ties into route 7
66	minimal residential effect South of 290
67	Anything South of 290
68	I prefer to keep the diversion area as limited as possible so I like that this is located more centrally rather than so far west.
69	nothing
70	nothing
71	nothing- hate it
72	gets close to line up with traffic of airport - maybe a benefit
73	Nothing
74	absolutely nothing!!!
75	Nothing, it still impacts our 115yr old family land
76	nothing
77	better than farther out routes, same reasons
78	NOTHING
79	Nothing
80	NOTHING
81	don't like much; further out than most of the routes
82	Nothing
83	NOTHING
84	Nothing
85	The portion below (south) of 290 seems to have less impact on residences.
86	Absolutely nothing!
87	Nothing
88	nothing, smaller impact on ROW but stil too much
89	I DONT like it

90	nothing
91	Great color green
92	It's further away from town than some options.
93	That is allows for future growth
94	Closer to town. Less destruction of undeveloped property
95	do not know
96	No opinion
97	It is in an undeveloped area. Also, it could be used for the northern segment for Segments 1 and 3 to shorten the overall route
98	nothing
99	the portion of route 5 that is south of 290
100	Absolutely nothing!!
101	Small impact
102	Far from town but not too far
103	Nothing!
104	Absolutely nothing!
105	Good distance from town
106	Nothing
107	A little shorter than outter options
108	Nothing
109	Nothing, I'm opposed to it.
110	n/a
111	Nothing
112	Ok
113	Nothing
114	The portion that is south of 290 is ok
115	nothing
116	Nothing
117	Uncomplicated route.
118	Nothing
119	nothing
120	nothing
121	Horrible idea
122	Nothing
123	Nothing
124	Terrible
125	Nothing
126	nothing
127	Nothing
128	Nothing
129	Nothing
130	Farther out seems better than closer in routes.
131	Nothing
132	nothing
133	Not a thing
134	Nothing.
135	nothing
136	the portion of route 5 south of Hwy 290
137	closer to town
138	Away from downtown
139	Shorter route, no need to cross Pedernales
140	N/a

141	It avoids major areas of town.
142	The location affects few and the length of the construction is minimal thus creating more potential for funding to be spent elsewhere with the same outcome route result.
143	Would have to see on closer map
144	Na
145	Nothing
146	It's not too close to the schools.
147	Still further from town compared to other options.
148	Nothing
149	Helpful loop for town traffic too
150	connects two main highways without going through town
151	Nothing
152	length, less environmental impact
153	Further out is better
154	Nothing.
155	3rd choice and last grade, the other are too close in
156	3rd choice and last grade, the other are too close in
157	Minimal impact to existing homes.
158	nothing
159	closer to town
160	Seems to be a better route 2->4->5->6
161	Not part of my favorite route
162	far enough out to lessen impact on existing homes
163	nothing
164	god compromise
165	Even though $6+5+4+2 = 13.06m$ , it is slightly shorter than 3 and 5 as part of this entire segment appears to have a smaller flood plain foot print,
166	shorter than 1 or 3
167	nothing
168	too far out
169	Nothing
170	Like previous ones, it keeps traffic farther away from town... just don't like it as well as #1 or #3.
171	Like previous ones, it keeps traffic farther away from town... just don't like it as well as #1 or #3.
172	Nothing really
173	Also works well long-term, and allows trucker friendly speeds.
174	Nothing

### What don't you like about Green Segment (Segment 5)?

1	still too far out
2	Affects too many properties/too long.
3	this cuts right through homeland property
4	Nothing specific unless there are environmental issues.
5	expensive
6	Cost
7	It's too close in.
8	Still fairly far out
9	crosses several creeks
10	Still goes out too into property that has been undeveloped

11	unsure
12	Same as first 4
13	Crosses creeks, floodplains & seems pointless as it neither far away or close enough to town to make any sense
14	It will take out the historic 1851 buildings including my house that we currently live in. To have this be a route part of early Texas and Gillespie county history would be destroyed.
15	It connects with other segments that are too long and too costly to build. It would require 2 different bridges across Live Oak Creek.
16	More costly than some routes.
17	It would be part of a longer segment that might not be financially feasible and infrastructure costs may be too high. Nothing else to add that is negative unless found to impact heritage families and/or businesses.
18	Destruction of property
19	it will disrupt residential neighborhoods
20	Neutral
21	connected to option#6
22	too far from existing roadway, violates lots of private property
23	It's still a little on the long side and still a little far away from town. Also, I can't see where it uses any existing roads, and probably cuts up a lot of land, which would raise the cost.
24	Nothing
25	would like road to be closer to 16
26	too far out of town. expensive
27	this appears too far out for us to start the new development of economic growth.
28	No comment
29	I don't like anything from segment 5. This cuts through way to many historical properties and ruins people's lands. This route would be too costly and take way too long to construct.
30	It connects with segments which are too long and too expensive to build. This route would also require a bridge to be built over Live Oak Creek at two locations.
31	Just like every suggested route, it will be confiscating personal property for little or no just reason.
32	Takes others property
33	Crosses drainage areas and live oak creek. Near a subdivision
34	Intrusive lights & noise
35	I think this is still too far out from the town and will also not be encouraging for visitors to Fredericksburg.
36	still too long, too expensive and crosses too many environmentally sensitive areas. Imposes on county residents to solve a city issue.
37	Crossing too much private property crossing waterways too expensive
38	nothing
39	n/a
40	Nothing. Another route to nowhere. Does not use any existing right of ways.
41	it is too long and too far out of town
42	This directly impacts my travel and my quiet home "in the country" which is why I moved here!
43	Too close to town so will impact more houses.
44	Distance of the route, costs,
45	Too long and expensive to build.
46	Too close to my grandchildren. Also wonder how it would handle the traffic on FM 2093 - cross it or go over it.
47	Too far out
48	Same as white segment
49	Same reasons as noted for route 1, segment 4 and two.

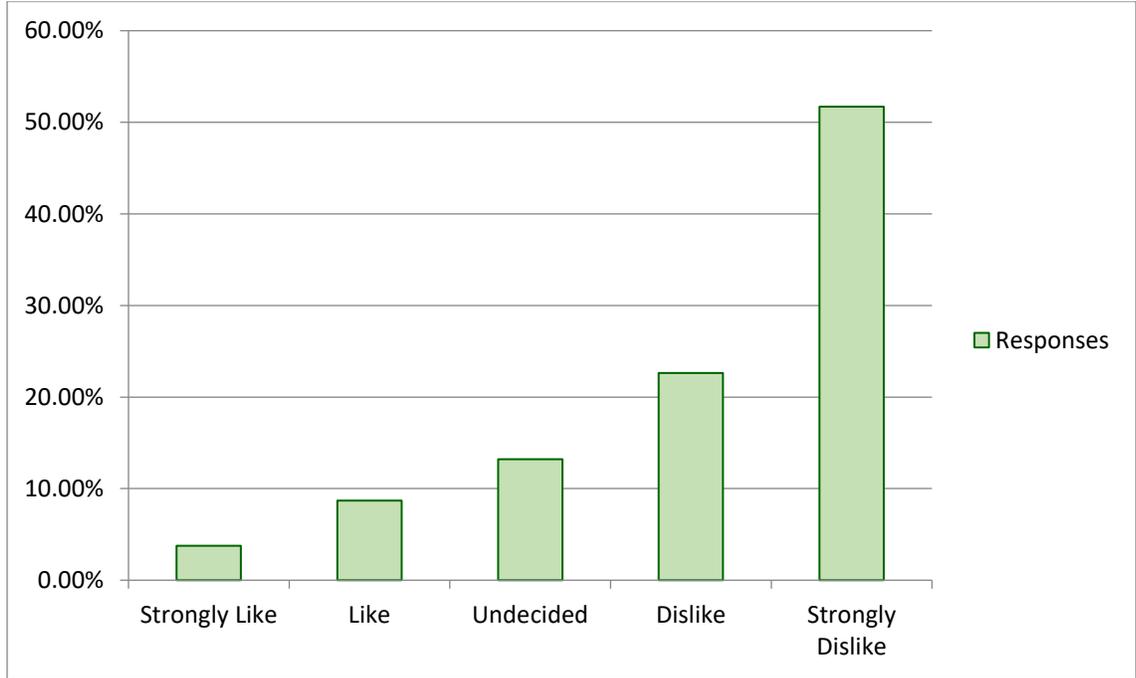
50	Fails first goal. Outside original study area. Expensive stream crossings. Splits many larger properties, endangering their continued usability for animals, hunting, etc. Too long to entice truckers. Half again the distance to acquire ROW, pave and maintain vs. closer in routes. Goes through treed areas.
51	Pretty far out for local use
52	Too many creeks to cross (expensive bridges), expensive real estate properties to buy. Gillespie county will never spend the money.
53	Again, it cuts through preserved land and instead of concentrating auto and truck traffic closer to the city center.
54	too costly
55	see reply to question 11
56	no comment
57	this goes directly through homeland property
58	Still too far out; too close to a creek
59	Negative impacts to Live Oak Creek
60	Everything
61	too long and far out
62	There is nothing at this time that I do not like about it.
63	no opinion
64	too long
65	Other portion of this route disrupts too many neighborhoods.
66	feeds route 7
67	Too close to town.
68	Still too far out
69	The amount of residential neighborhood damage it will do on the North side of 290
70	Portion north of 290 that connects with Route 4 and Route 7
71	Do not like the idea that it cuts across one of our newer vineyards
72	It looks like there will be engineering problems and greater costs associated because of the proximity to flood plain.
73	I don't like that it is connected to segment 6 because I do not like segment 6.
74	everything
75	It cuts through people's farmland/vineyard.
76	to far out
77	Will greatly impact the view of the countryside from our home and will impact more homes
78	This route also cuts through our family heritage farm and destroys what little we do have in peace and quiet
79	Impacts 115yr old family land on Leyendecker RD
80	seems to end with the expectation that it will go thru most extensive part of the hills and therefore be expensive
81	less good than farther in routes, same reasons
82	ROUTE 4, 5 AND 7 COMPLETELY GOES OVER HOUSES - BUT NOT JUST HOUSES BUT ALSO ON ONE PROPERTY - IT GOES OVER ALL THE OWNERS BARNS/HOUSE/WELL/GRAIN SILOS EVERYTHING - THAT OWNER HAS TO COMPLETELY START OVER - BUT THERE ARE OTHER HOMES ALONG THIS ROUTE
83	It crosses my home of 33 years & where my children had planned on building when coming back to Fbg in 2 years
84	TOO CLOSE IN for now or future growth; disrupts current residents & businesses
85	seems to impact an established neighborhoods; homes & business as it connects to #6
86	It exists
87	STRICTLY LOCATION
88	connects to 4
89	May cut thru my front yard

90	Access would require segments 1, 2, 3, or 4.
91	Too close to residential neighborhood
92	The portion above (north) of 290 with the potential to bring 70 mph traffic through neighborhoods.
93	For the same reasons as #1. It ties into 3 and 5, I feel like this is still too much expanse for big developments to move in all along the bypass and therefore create a massive explosion of growth that we don't want for our beautiful quaint town.
94	Too far west of town
95	Impacts greater amount of ROW than other routes
96	Divides an existing agricultural business up!
97	Keep the noise and traffic in town where it really only bothers the pedestrians and don't take land from landowners
98	that it fees route7
99	To close to homes families don't allow for growth
100	Upper Live Oak is a more logical option.
101	It is closer in then segment 1
102	Would prefer it to be closer to town to not have lights and noise and traffic out Tyvidale since we have spent a lot to get away from it
103	?
104	No opinion
105	It is fine if used with Segment 3 not currently shown
106	unrealistically distant from town
107	the part of route 5 that is north of 290 will feed segments that will impact residential neighborhoods.
108	Too far outside town, too expensive.
109	Too close to town. Too close to homes and businesses.
110	Crosses a lot of waterways, making it expensive.
111	Too close to town, disrupts the wildlife habitat and their environment
112	cuts a viable vineyard and historic site in half
113	Not much room to grow and very selfishly, cuts through our land. That being said if it was better for the environment than the one further out than I would prefer this one.
114	Cost
115	Destruction of properties
116	It's extremley intrusive to local and established businesses.
117	Too close to Fredericksburg, the fairgrounds and the airport.
118	Goes through the middle of private property
119	Getting too close to town. Eliminates clear separation btn town roads and hwy. allows for less in-town (inside loop) growth. Impedes on uniqueness of town culture.
120	Too close to town
121	Divides home properties
122	long
123	It goes through a historic site & working farm/vineyard.
124	divides 1851 Vineyards in two
125	It affects 1851 vineyard property
126	Too long. Too much land acquisition needed
127	Ok
128	cuts thru farm, business, home, historic site, vineyards
129	destroys the beautiful farmland and the 1815 vineyard and the
130	Residential houses in a developed neighborhood are in this area.
131	The portion north of 290 impacts residential areas
132	Cuts through a historic piece of property. Currently a large, working vineyard!!!
133	cuts across vineyard property

134	Damages a very popular and historic winery
135	It feeds into 4 and 7
136	No major objections.
137	Cuts through vineyard
138	not enough
139	Isn't that a vineyard? They've spent millions on that's property and you want to put a relief route through it?
140	It divides a home, historical site, business in half
141	Goes through a historic farm
142	too short term
143	It cuts through a family's historic property
144	Splits 1851 vineyards into 2
145	It breaks up 1851 vineyards, which is a family run business and historic site.
146	Divides private property
147	Cuts through a business 1851 Vineyards
148	Intrusive to local economy
149	Dividing the vineyard 1851
150	It destroys Vineyards and historic property
151	not necessary if segment one is used
152	Disruption of a family farm and business
153	It's not a continual route & too close to other roads
154	Drstroys a great vineyard
155	Depends on how many homes impacted.
156	Crosses my property and 100 year flood plain
157	too close to neighborhoods
158	Why the separate jobs??
159	Destroys both residential neighborhoods and farmland.
160	TOO CLOSE TO TOWN & SUBDIVISIONS
161	the portion that is north of hwy 290 as it feeds segments that will completely disrupt residential neighborhoods
162	It goes through a Historical site, a business, a home, and a vineyard.
163	Still have to use current streets to get to it.
164	N/a
165	It connects to segment 6. It runs through the Pedernales River.
166	N/A
167	Too long
168	Na
169	Goes right through current neighborhoods and play areas
170	Still goes through neighborhoods
171	Blue route would be a better option.
172	It is too close to existing homes and neighborhoods
173	Too close to housing developments
174	only provides relief on west side of town
175	Too close to town
176	N/a
177	Too long a route (costly) and requires additional bridge over Live Oak Creek. Negatively impacts Pedernales River basin having road parallel river.
178	Not a route, the route would include the yellow, white, green and orange
179	Not a route, the route would include the yellow, white, green and orange
180	To close to Fredericksburg.
181	cuts up family farms and properties
182	expensive hill construction

183	Not part of my favorite route
184	too close to residential area
185	nothing
186	affects property owners
187	getting closer to center of town
188	No particular negatives
189	crosses too many streams
190	It is not Friendship Lane..... Friendship Lane was to be our alternative route.
191	to many creek crossings, pollution.
192	Too far west and south
193	Not as far out as #1 or #3.
194	Not as far out as #1 or #3.
195	It's an extension of 6
196	Nothing
197	Unncecessary

**How would you rate Green Segment (Segment 5)?**



- Strongly Like: 3.77%
- Like: 8.68%
- Undecided: 13.21%
- Dislike: 22.64%
- Strongly Dislike: 51.70%

**What do you like about Orange Segment (Segment 6)?**

1	Stays north of the River which would minimize infrastructure costs.
2	probably a good alternative to others but more expensive than

3	Nothing
4	Nothing
5	Closer in than segment 1
6	it connects to 1st choice - route #8
7	Not much
8	it's on the upper side of the river, potential less flooding
9	Nothing
10	I don't see anything of value in Segment 6
11	Nothing.
12	Do not like it.
13	A good balance between not too close to the downtown area and not as long as other routes.
14	One of the longer segments which might be cost prohibitive. Seems like a logical segment to consider depending on area impact. It does stay North of the Pedernales River which would decrease infrastructure costs.
15	Nothing
16	no opinion
17	Neutral
18	Nothing!
19	shorter drive around town
20	I do like routes #5 & #8 so route #6 would be needed.
21	It is a more direct route
22	nothing
23	nothing
24	seg 6 to seg 8 appears to be viable. But still appears to spend too much money.
25	Good distance from town
26	Absolutely nothing
27	Nothing.
28	It would be ok accept that it connects to 5 and 7
29	Nothing
30	Nothing.
31	It's ok
32	Mostly pasture affected
33	nothing
34	Nothing
35	this would be acceptable with #5
36	Shorter
37	It would connect nicely with the green segment.
38	Nothing
39	Good compromise between too close and too far
40	i don't like this segment
41	This one is ok.
42	Nothing
43	Stays on inside of Live Oak Creek. Away from town but not too long.
44	Nothing
45	North of the river
46	not much
47	Nothing
48	It is shorter than route 1 and 3, and segments 5, 4, and 2.
49	Closer to town, but outside original study area.
50	A continuation of Segment 5's comments. Nothing to like.
51	Nothing.

52	nothing
53	do not approve
54	no comment
55	nothing
56	Nothing
57	Nothing
58	Nothing
59	flat topography along the river
60	I don't like the Orange Segment.
61	nothing
62	nothing
63	Not much.
64	no opinion
65	Could work.
66	No river bridge to build.
67	no opinion
68	No opinion
69	I don't like it but prefer it to the longer routes located farther west and south.
70	Absolutely nothing
71	nothing
72	nothing
73	north of river, not to many small tracts affected
74	Nothing
75	nothing
76	Nothing, as it may require Green to chosen
77	I think this is great. Far enough out.
78	see green
79	Nothing
80	Nothing!
81	nothing! do not like it!!
82	Nothing
83	NOTHING
84	Connects to 290 further south of Fredericksburg
85	I don't like it
86	Absolutely nothing!
87	Nothing
88	nothing
89	Don't like it
90	no opinion
91	I don't like it
92	It's further out of town than some options & has fewer stream crossings than some.
93	It is a good distance from town allowing for some growth
94	It is shorter and less disruption of property. I like how it connects 16 and 290
95	No opinion
96	Absolutely nothing. It is horrible.
97	nothing
98	nothing
99	Nothing. It's awful.
100	Stays north of the river rather than cross it
101	Absolutely nothing!!
102	Small impact
103	Not too far but far enough - keeps cost down

104	Nothing
105	Nothing
106	Road won't cross the Pedrenales River.
107	Nothing
108	A little shorter than outter options
109	Nothing
110	Not a fan.
111	n/a
112	Of the outer routes, this one is fair. It avoids the current city limits
113	Ok
114	Nothing.
115	Nothing as it only feeds segments 5 and 8 which have negative impact on residential areas
116	It doesn't bifurcate properties that I am concerned about
117	closer to town; shorter. Truckers more likely to use it.
118	No opinion
119	It stays north of the Pedernales.
120	If this is able to be put on already there roads it makes sense.
121	nothing
122	I dont like it horrible
123	nothing
124	Shortened time from 16 to 290
125	Nothing
126	Nothing
127	No opinion
128	Nothing
129	nothing
130	Nothing
131	Nothing.
132	Nothing
133	no opinion
134	closer to town so won't ruin the country view
135	Not a complete route.
136	Short route
137	N/a
138	I don't like this segment at all.
139	Nothing.
140	It's closer to town
141	Seems like same path, need to see closer
142	Na
143	Seems to avoid some neighborhoods
144	nothing
145	I have no opinion on this option.
146	Unsure
147	provides relief closer to town than those routes further east
148	origination on 290, length
149	Further out is better
150	N/A
151	Nothing.
152	I prefer it to closer routes
153	I prefer it to closer routes
154	indifferent

155	Seems like a good compromise of minimal impact to existing homes, plus accessibility to local use. Shorter route.
156	nothing
157	satisfactory
158	Good flow for trucks Maybe less expensive than the others.
159	This is the beginning part of the route 8 that I think is the most feasible
160	nothing
161	far enough out to lessen impact on existing homes
162	nothing
163	good location
164	Possibly a good compromise between 3 and 10
165	neutral
166	I dont like anything about the orange segment.
167	entry from 290 east is a little better.
168	Nothing
169	It's an acceptable exit from 290E, but getting a bit too close to town for such a route.
170	It's an acceptable exit from 290E, but getting a bit too close to town for such a route.
171	Nothing
172	Works well with outer routing, and allows trucker friendly speeds.
173	Too close to water ways

#### What don't you like about Orange Segment (Segment 6)?

1	too long and too far out
2	Too long/ too costly.
3	Potential impact on existing homes and heritage family properties
4	ex[ensive
5	Cost. Distance
6	It's too close in.
7	Stillfar out for people coming in from Austin. They will not use it.
8	Same reason, I feel its farther out than necessary, but if it ties with 8, it is not too bad.
9	unsure
10	Same
11	6 as well as 5 makes no sense - it is neither far away from town to distract trouble, nor close enough to the airport or town to be useful
12	It is the connecting piece for both 5 and 6, the routes that would take out our family home, business, and vineyards.
13	It connects with other segments that are too long and too costly to build.
14	Looks to be somewhat more costly than shorter routes.
15	it seems to be going through too many individual land owners
16	It would be part of a longer segment that might not be financially feasible and infastructure costs may to high. Nothing else to add that is negative unless found to impact heritage families and/or businesses.
17	To close to the river
18	i dislike that it feeds into routes 5, 7, 8
19	Neutral
20	goes right thru our property within feet of our home and destroying our family farm that has been in operation for generations!
21	violates private property owners rights
22	Neutral
23	once again it goes through rural property

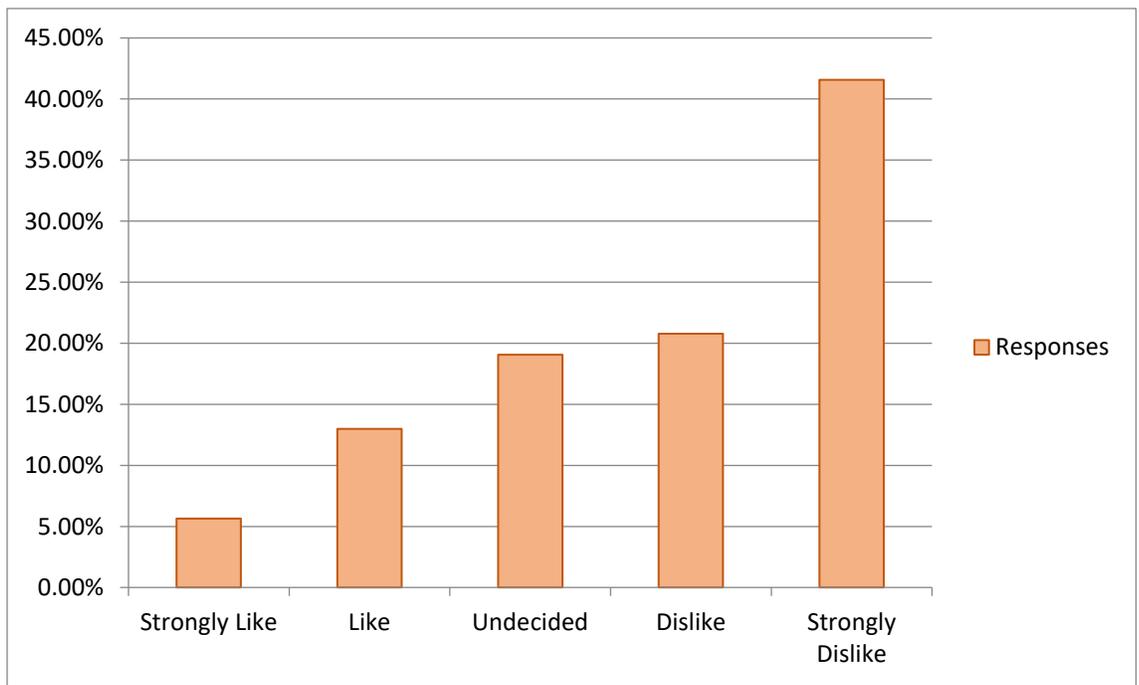
24	too far out of town.
25	seg 6 without segment 8 does very little to provide traffic relief if you are considering appropriating the project in segment. no benefit over what we have now.
26	No comment
27	I don't like anything from segment 6. This cuts through way to many historical properties and ruins peoples lands. This route would be to costly and take way too long to construct.
28	It connects with segments which are too long and too expensive to build.
29	Just like every suggested route, it will be confiscating personal property for little or no just reason.
30	Destroys others property
31	Crosses several drainage areas. To close to Pedernales River.
32	Better options to abate noise & light intrusions
33	still too far out and crosses too many environmentally sensitive areas
34	Tearing up too many properties
35	nothing
36	n/a
37	Nothing. Another route to no where. Does not use any existing right of ways.
38	too far out of town
39	Impacts more houses.
40	Distance of the route, costs,
41	Nothing
42	Too much traffic already
43	Land impact
44	Same as green section
45	Still seems liek a much longer and expensive route than is needed.
46	Still fairly far out...more construction cost, etc. Expensive stream crossings.
47	pretty far out for local use
48	Too many bridges will need to be built. Too much property to be bought.
49	Again, it cuts through preserved land and instead of concentrating auto and truck traffic closer to the city center.
50	too far out
51	see reply to question 11. any segment that connects to 7, 8 or 9 is not acceptable
52	no comment
53	I don't wish for anything to tie into homestead properties
54	Too many negative environmental impacts to Pedernales River
55	Too close to the river
56	Everything
57	unnecessarily far out
58	It ends too close to town.
59	east point starts to close to town. too close to river
60	too long
61	Feeds into other bad routes.
62	no opinion
63	Could work in conjunction with #5.
64	Too close to river and will possibly affect the river quality.
65	it connects to Segments 5, 7 & 8
66	No opinion
67	Do not like because it ties in with 5 and 8
68	More area to police, more urban sprawl, more littering impact on Pedernales watershed
69	It is way too close to the river. Didn't we watch the horrific flooding outside the flood plains in Wimberly and in Houston. I'm shocked that this route is even in question.
70	everything

71	It cuts through people's farmland/vineyards.
72	It connects to routes I strongly oppose
73	It will impact the pristine portions of the Pedernales River & riparian habitat
74	It impacts the pedernales river views
75	nothing
76	see green
77	Goes through established homes
78	too close in for future growth; disrupts established homes & businesses too much
79	too close in for future growth; disrupts established homes & businesses too much
80	It exists
81	LOCATION
82	Connects to 4/5
83	Might need to connect to segments 1, 2, 3, 4 or 5.
84	Too close to many houses
85	I don't like that it brings a relief route towards people's homes
86	For the same reasons as #1. It ties into 3 and 5, I feel like this is still too much expanse for big developments to move in all along the bypass and therefore create a massive explosion of growth that we don't want for our beautiful quaint town.
87	Too far south
88	too much ROW would stil need to be acquired, close to riverbeds and greater archaeological findings would be identified and destroyed
89	Too much noise and traffic for those who bought land out in the country to get away from all that
90	no opinion
91	It goes thru homes cut ppl off from homes and will be outdated in under a decade
92	I like the options that are further away from town better.
93	It is a little close to town but not bad
94	Takes away private property
95	too close to floodplain, too risky for roads to flood.
96	It "splits the baby" between too close and too far - rarely is "splitting the baby a good choice. It disrupts future development of the city. It disrupts more development than segments 1 and 3. It travels way to close to the sensitive Pedernales River and existing flood plains.
97	unnecessarily distant from town
98	I dislike that it feeds into routes 5,7, and 8.
99	Too far outside town, too expensive.
100	WAY too close to homes and businesses. Terrible.
101	Intersects more existing roads than the further out routes, and intersects with 290 west of the Stagecoach gas station, which is a dangerous intersection.
102	Too close to town, disrupts the wildlife habitat and their environment
103	Seems too close in to allow for growth
104	Nothing
105	Destruction private properties
106	It looks incomplete making it difficult to tell the complete route.
107	Too close to Fredericksburg. Should be to the north side of the city.
108	Getting too close to town. Eliminates clear separation btn town roads and hwy. allows for less in-town (inside loop) growth. Impedes on uniqueness of town culture.
109	Too close to town
110	divides home & properties
111	connect to 5 cost
112	It ties into the route that goes through a historical site
113	leads to segment 5 or 8 that divides 1851 Vineyards in two
114	It seems to have large segments in the flood plain.

115	Too close to town
116	It will have to connect to routes that go through established residential neighborhoods and destroy property values there.
117	It only benefits segments 5 and 8 which have negative impact on residential areas
118	nothing in particular
119	no opinion
120	No major objections.
121	not enough
122	If it cuts through anyone's property
123	too short term
124	There are other options that dont cut through a family's historic property
125	not necessary if segment one is used
126	Too close to other traffic
127	Destroys valuable property
128	No opinion
129	To close to the river and 100 year flood plain
130	too close to neighborhoods
131	Why the separate Jobs???
132	Destroys open spaces, farmland, and residential neighborhoods.
133	TOO CLOSE TO TOWN & SUBDIVISIONS
134	I dislike that it feeds into routes 5, 7 and 8
135	Not a complete route.
136	N:a
137	This segment runs incredibly close to the Pedernales River. Risks of water contamination, flooding of river water and conservation of local aquatic and land species all need to be taken into account if this segment is constructed. Not only that, but the land is used for agricultural purposes. This road would run straight through fields that are still used to feed cattle belonging to Rick Boos, as well as the location of his families dairy farm. Although it is no longer an operating dairy, Mr. Boos still houses beef cattle on the property. Building this segment would require fences and cattle guards to be build to reduce risk of cattle getting on the newly constructed roadways.
138	This is the worst option. It destroys a business, its location is extremely close to a river that flows into Edwards Plateau making contamination a potential hazard, runs directly into two family homes, and situates itself next to one of the oldest family run dairy farms in the state. The airports landing mat is right near the tip of this potential road causing safety issues for pilots landing and large trucks commuting. Lady Bird state park is also in conjunction to this area causing an increase of traffic will potentially affect the ecosystem of the native animals in the area. The county's fair ground is also extremely close to this potential route. Due to the small size of the area adding more traffic to an already congested location will result in more traffic related accidents and back ups.
139	it's through more homesites and empties out onto 290 west too close to town to be useful for saftety reasons
140	At least 2 river crossings
141	Na
142	Hard to tell
143	It sends traffic onto busy streets
144	n/a
145	It isn't fully removing truck traffic from 290E
146	Too close!
147	only provides relief on east side of town
148	Too close to town and stores and homes
149	Too close to town

150	N/a
151	Gets closer and closer to the town and traffic
152	Too long a route (costly) . Negatively impacts Pedernales River basin having road parallel river.
153	Too close to developments
154	Too close to developments
155	still a little far out. will still allow for too much development
156	To close to Fredericksburg.
157	cuts up properties, close to river, disturbs wildlife
158	high value river property
159	Nothing
160	this is worst route here because it travels through most flood prone area that is incorrectly represented to be a smaller area by your current map
161	nothing, looks fine
162	getting closer to town
163	getting closer to center of town
164	It cuts over the bottom of our bucolic street (Boos Lane) but we will all have to make some accommodation!
165	does this impact LBJ Park?
166	It is taking more private property when Friendship Lane is already built.
167	to much room for pollution of our water ways, streams and creeks
168	Too far south - too close to Pedernales - Where it connect to 290
169	Approaching too close to town on 290E.
170	Approaching too close to town on 290E.
171	Too close in to FBG
172	Nothing
173	Unnecessary

**How would you rate Orange Segment (Segment 6)?**



- Strongly Like: 5.63%
- Like: 12.99%
- Undecided: 19.05%
- Dislike: 20.78%
- Strongly Dislike:41.56%

**What do you like about Aqua Segment (Segment 7)?**

1	Logical extension of route proposed and intersects with Highway 87
2	good expenditure of funds
3	No opinion
4	Nothing
5	Not as far as Segment 1
6	it connects to 2nd choice route
7	NOTHING
8	not sure
9	Nothing
10	Nothing
11	Do not like it.
12	The route diverts traffic the further away from downtown Fredericksburg than some other routes.
13	Seems like a logical segment to consider and would give multiple connection options.
14	Nothing
15	still too far out...still too costly
16	nothing
17	Nothing
18	nothing
19	short segment
20	It's okay, but it curves very sharply, and it seems as though four would be better.
21	Nothing
22	don't like
23	nothing
24	nothing
25	No comment
26	Absolutely nothing
27	Nothing.
28	Absolutely nothing.
29	Nothing
30	Nothing.
31	Dont
32	Avoids housing
33	nothing
34	Nothing
35	not acceptable
36	n/a
37	Nothing
38	i don't like it
39	Nothing
40	Nothing
41	Not much
42	Nothing

43	It intersects with Highway 87 Norht closer to Fredericksburg at an area that already has soem commerical developement.
44	No opinion
45	Nothing.
46	Nothing.
47	nothing
48	do not approve
49	no comment
50	nothing
51	Nothing
52	Nothing
53	Nothing
54	not much
55	I don't like the Aqua Segment.
56	no opinion
57	Nothing
58	Not anything.
59	absolutely nothing
60	Nothing.
61	Probably best place to hit 87 north.
62	absolutely nothing
63	Nothing
64	Closer to where relief is needed so preferable to #1 and/or #2
65	no comment
66	nothing
67	nothing
68	Nothing
69	nothing
70	Nothing, as it enables the green route that hits our land
71	nothing
72	see green. Too much deflection
73	Nothing whatsoever!
74	NOTHING
75	Nothing
76	NOTHING
77	NOTHING!
78	Nothing
79	NOTHING
80	Nothing
81	There is nothing to like about it. It terrifies me.
82	Absolutely nothing!
83	Nothing!!!!
84	Nothing
85	nothing
86	Don't like it
87	absolutely nothing
88	No care for it
89	It's further out of town than some of the other routes.
90	Not a lot it is a little too close
91	The length
92	No opinion
93	Not much

94	nothing
95	nothing
96	Slightly better than #4
97	Avoids crossing waterways as often as the route just north of it.
98	Absolutely nothing!!
99	Nothinc
100	far from town
101	Nothing
102	Nothing
103	Nothing
104	N/a
105	Nothing
106	Opposed
107	n/a
108	Nothing.
109	Ok
110	Nothing.
111	Nothing
112	It doesn't bifurcate properties that I am concerned about
113	Nothing
114	No opinion.
115	It's short and less invasive
116	nothing
117	Nothing it's a horrible idea
118	nothing
119	Nothing
120	Nothing
121	Do not like
122	further away from neighborhoods
123	Don't understand--
124	Nothing.
125	NOTHING
126	nothing
127	Nothing
128	Closer to town
129	N/a
130	It avoids the center of town.
131	The location affects few and the length of the construction is minimal thus creating more potential for funding to be spent elsewhere with the same outcome route result.
132	Need to see closer view
133	To close to town
134	Unknown
135	It's better than current situation
136	One of the worst options.
137	Nothing
138	exit point on 87N
139	Further out better
140	N/A
141	Nothing.
142	Nothing
143	Nothing
144	indifferent

145	expensive hill construction
146	Not part of my favorite route
147	nothing, too close to town
148	nothing
149	location
150	Insufficient information so undecided
151	direct route to 87
152	nothing
153	nothing
154	Where it connects to 87 N
155	I don't think it's practical at all... Too tight of a curve that doubles-back too closely to town on 87.
156	I don't think it's practical at all... Too tight of a curve that doubles-back too closely to town on 87.
157	Nothing
158	Nothing.
159	Nothing

### What don't you like about Aqua Segment (Segment 7)?

1	still too far out
2	Long/Costs too much to build.
3	Potential impact on existing homes and businesses.
4	nothing
5	No opinion
6	It's too close in.
7	Still pretty far out
8	too many curves
9	It runs off of 5 which I feel is too far out and unnecessary to take all that untouched land that is not closer to the power lines and commercial buildings.
10	it seems very curvy and far into county
11	Same as before
12	It is a feeder, like 4 that makes no sense
13	It connects with other segments that are too long and too costly to build.
14	By itself, not much negative impact but since it will need to tie into other segments, overall it will have a larger negative environmental and landowner impact.
15	Nothing to add that is negative unless found to impact families and/or businesses.
16	same
17	it's right in front on my property and it cuts into a private road
18	It destroys our family homestead.
19	connected to #6
20	violates private property owner rights
21	It's too sharp of a curve.
22	Would prefer segment two for the #6 orange route
23	too far from 16
24	too far out of town.
25	too far out to protect economic development of f'burg.
26	To close to town.
27	I don't like anything from segment 7. This cuts through way to many historical properties and ruins peoples lands. This route would be to costly and take way too long to construct.
28	It connects with segments which are too long and too expensive to build.

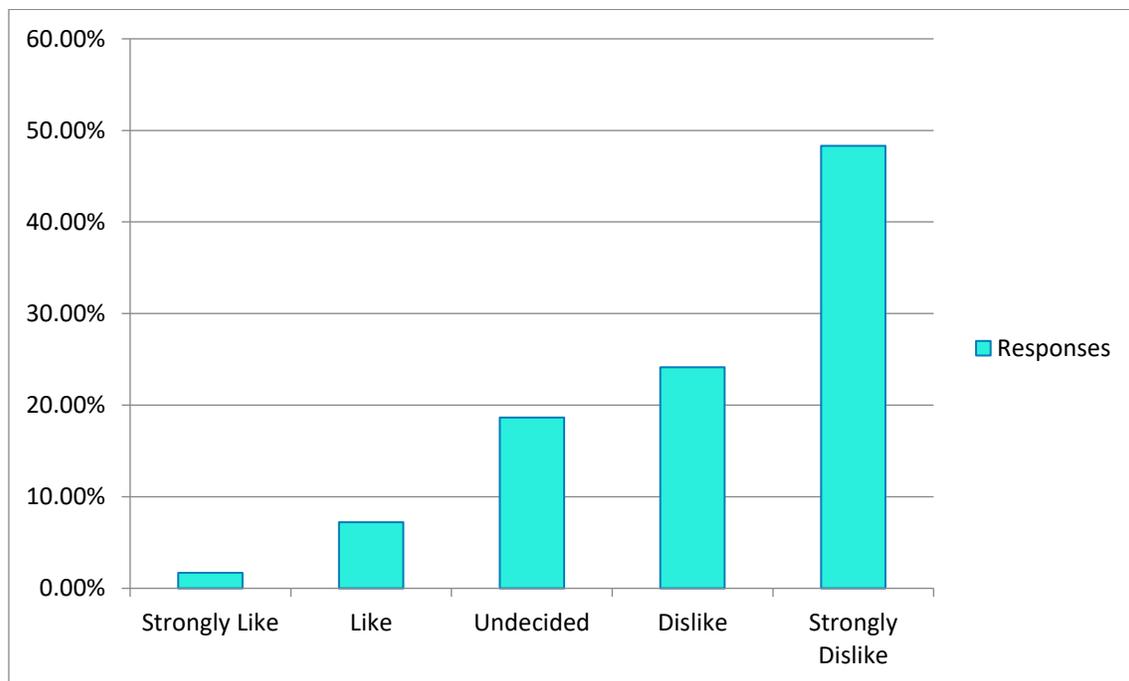
29	Just like every suggested route, it will be confiscating personal property for little or no just reason.
30	Again, destruction of property values
31	Goes by subdivision.
32	Rural intrusion noise & light
33	doesn't need to be so far out and environmental impact
34	Too much damage to private property owners
35	impacts too much working ranch land
36	Pointless option given routes 5 and 6 make no sense because they are to far from town.
37	too far out of town
38	If it links into 5 which it appears to do, it directly impacts my property. See above comments
39	Too close in so impacts more houses.
40	Distance of the route, costs, homes effected
41	Part of route that will be too long and expensive to build.
42	Not efficient route
43	Eventually turns into green section
44	It intersects with segment 5 whcih further outside Fredericksburg then is needed and contributes to destroying too much farm and ranch land.
45	Goes through treed area. Goes through homes in Settlers Ridge.
46	Since I don't like 5 & 6, I don't like anything about Segment 7.
47	Again, it cuts through preserved land and instead of concentrating auto and truck traffic closer to the city center.
48	too much curve
49	see reply to question 11. Route 7 passes over the Settlers Ridge Subdivision.
50	no comment
51	cuts through pasture land
52	Too far; very close to an established neighborhood
53	Too far and looks to negatively impact existing developments (Settlers Ridge)
54	Everything
55	traverses residential hills
56	There is too much of a curve on this segment and possibly being an area of motor vehicle accidents in inclement weather.
57	seems wasteful in length and direction
58	too long
59	Very expensive because it plows through a high-priced residential neighborhood and also deals with more rugged terrain.
60	destructive - will ruin quiet residential neighborhood
61	A better rout would be #4 to #2.
62	Loops too much to the west. Better to go more to sw when leaving 87n
63	Totally damages a large neighborhood. It would destroy many homes and decrease the value of all of the others in the neighborhood
64	Crosses Settlers Ridge and destroys absolutely subdivision
65	The linkage to the next section, so my previous comments about safety, policing and disruption to local populace apply.
66	no comment
67	everything
68	not good because looks like it feeds into segment 5 which runs into people's farms and vineyards
69	Many valuable homes will be lost and the remainder of the subdivision will be greatly devalued
70	connects to a route that impacts my land and lifestyle
71	This feeds teh Green route that goes through family land

72	leads into expensive hill construction, too far out
73	see green
74	It will go through an existing neighborhood and take out homes.
75	ROUTE 4,5, AND 7 GOES COMPLETELY OVER HOUSES - INDIVIDUALS HAVE TO COMPLETELY START OVER - ON ONE PROPERTY AN ENTIRE HOMESTEAD IS DESTROYED - 3 BARN/HOUSE/WELL/GRAIN SILOS
76	Goes through peoples homes
77	TOO CLOSE IN; DISRUPTS HOMES, BUSINESSES, AND NO HELP WITH TRAFFIC RELIEF
78	TOO close in for help on relief of traffic; comes through too many established neighborhoods & businesses; connects to #4 & #5 which is not good
79	It exists
80	LOCATION
81	goes thru Settlers Ridge
82	Too close to a nice rural residential area
83	This too short and would not really solve the problem.
84	Way to close to residential neighborhood
85	I will hurt my neighbors and my family by destroying our neighborhood, turning a peaceful place of refuge into a highway.
86	For the same reasons as #1. It ties into 3 and 5, I feel like this is still too much expanse for big developments to move in all along the bypass and therefore create a massive explosion of growth that we don't want for our beautiful quaint town.
87	It crosses through settlers Ridge where I have lived for 15 years. It will ruin our pristine neighborhood and destroy my home in particular. There are other, more cost efficient routes that do not destroy people's homes.
88	Too far north
89	would lead to greater acquisition of ROW
90	Taking land away from landowners and bringing traffic and noise there
91	that it would destroy an established neighborhood
92	To close to neighborhoods n
93	It mirrors Upper Live Oak, which I think is s more logical route.
94	It's getting too close to town
95	No opinion
96	requires removal of lage patch of trees
97	Unsure what it achieves by going back east. Segments 2 and 4 are better.
98	Unnecessary if overall route was realistically closer to town.
99	It severely damages a quiet residential neighborhood and will significantly diminish the property values that will not be adequately compensated.
100	Too close to town. Too close to homes and businesses.
101	Too close to town, disrupts the wildlife habitat and their environment
102	I don't understand why you would cut toward town. I'm sure there's a good reason, It just seems to make more sense to have more room.
103	Cost
104	Destruction of private property
105	Again, it looks incomplete so it's hard to understand the actual route being proposed.
106	Too close to the city. Should be to the north.
107	Getting too close to town. Eliminates clear separation btn town roads and hwy. allows for less in-town (inside loop) growth. Impedes on uniqueness of town culture.
108	Too close to town
109	connects too long around
110	It ties into the route that goes through a historical site
111	leads to segment 5 that divides 1851 Vineyards in two
112	It seems awkward, unnecessarily long in comparison with #2 for a northern connector.

113	Ok
114	It is routed through an established neighborhood and would destroy property values in this neighborhood.
115	Impacts residential areas
116	nothing in particular
117	It will significantly damage Settler's Ridge which is filled with expensive homes of largely retired individuals. It will also be expensive to build over significant hills.
118	It adds some sharper curves to the route.
119	not enough
120	It still looks like it cuts through some beautiful private property.
121	too short term
122	I dont like it cutting through a family's historic property
123	not necessary if segment one is used
124	Not continual
125	Destroys valuable property
126	Will destroy beautiful neighborhood
127	Connects to segments that impact my property.
128	not a fix
129	did the draftsman not have enough color to mark route from end to end?
130	Destroys residential neighborhoods.
131	This will ruin subdivisions and established housing developments
132	it will significantly damage a tranquil residential neighborhood and lead to the diminution in value of properties that will not be taken/compensated in any way.
133	Not a complete route.
134	N/a
135	It would run through multiple water sources and it connects to segments 5 and 6.
136	N/A
137	It's empties out onto 290 West too close to town and also encounters too many homes and businesses
138	Too long
139	To close to town
140	Unknown
141	Too close to neighborhoods
142	Noise and disruption to neighborhoods in the vicinity. Kids ride bikes and play. Terrible option. Noise. Too close to Settler's Ridge. Ruin some beautiful lands close to town.
143	Involving homes. Too close to existing homes.
144	Hate this
145	only a short segment
146	Busy area
147	N/a
148	Gets closer to town
149	Negatively impacts Settlers Ridge Development and topographic issues.
150	Too close, needs to be further out
151	Too close, needs to be further out
152	indifferent
153	To close to Fredericksburg.
154	expensive hill construction
155	Not part of my favorite route
156	too close in to town
157	too close to town
158	close to town
159	getting closer to center of town

160	Tight turn onto 87N
161	not far enough away from me
162	It is too far from Main Street. It requires taking private property while using Friendship Lane is to move forward with an existing plan and it will use less new private property.
163	going the wrong way
164	Connects to 5 & 6
165	Not a good route... too tight and too close in to town (see above comment on question #19).
166	Not a good route... too tight and too close in to town (see above comment on question #19).
167	Too close to FBG
168	Cuts back in too quickly.
169	Unnecessary

### How would you rate Aqua Segment (Segment 7)?



- Strongly Like: 1.69%
- Like: 7.20%
- Undecided: 18.64%
- Dislike: 24.15%
- Strongly Dislike: 48.31%

### What do you like about Purple Segment (Segment 8)?

1	Seems like it would be a logical segment for consideration
2	seems like a good alternative to others
3	Closer to town
4	Nothing.
5	Not as far out as segment 1
6	seems to be best route: smoother loop around town, runs near park and airport which would allow easier access
7	It comes out on 87N at the power station that already takes from the land values and views.

8	not too far into county, seems straighter, uses existing road
9	Nothing
10	It is in close enough proximity to town to make sense. It can also feed traffic to Lady Bird Johnson Park and Airport.
11	Nothing.
12	Do not like it.
13	A very good balance between not too close to the downtown area and not as long as other routes.
14	Seems like a logical segment to seriously consider depending on family and business impact. Would give some space between developed and undeveloped properties. Stays North of the Pedernales River and would help decrease infrastructure costs.
15	too far out and too costly
16	Absolutely nothing!!!!!!!!!!!!
17	Nothing
18	Nothing!
19	Utilizes Upper Liveoak Rd
20	completes a short route around the town for bypass traffic
21	I think this route is a decent choice, and significantly better than the other three (Route #'s 1,3 &5), in that it's shorter, seems fairly straight, on flat land and uses existing roads (Live Oak). Buying right of way on the side of the existing road should reduce the cost and time of construction significantly. Also, it's closer to town, which might provide convenient access to downtown if areas were to be developed along the road.
22	Shortest route without going directly through town
23	it is a little closer to Hwy 16 and might not impact as many people.
24	seems like the correct distance from town; not too far and not too close
25	does not mess with existing traffic
26	Good distance from town.
27	Absolutely nothing
28	Nothing.
29	Absolutely nothing!!!!!!!!!!!!
30	Nothing
31	Nothing.
32	Keeps light, noise intrusion closer to town. Continues Upper-Liveoak road which is already a right of way.
33	nothing
34	Nothing
35	route still too long
36	More direct
37	nothing
38	Nothing
39	it isn't too close to town, and it isn't such a long detour that drivers will avoid it.
40	near airport
41	i don't like this segment
42	Nothing
43	Good location. Not too close to town but not too long. Uses areas that are flatter and require less construction.
44	Low impact
45	Somewhat acceptable
46	If a route is needed further outside the city this is the furthest one I would suggest be considered.
47	Good compromise, especially if it curves to miss Settlers Ridge (joins segment 9)..
48	closer in, more useful for traffic flow

49	I like that the Segment is getting shorter,but still too far out.
50	Nothing.
51	nothing
52	absolutely noting.
53	no comment
54	nothing
55	Utilizes existing ROW (Upper Live Oak Rd.)
56	Uses an existing road for part (Upler Live Oak)
57	Nothing
58	along an existing road
59	I don't like the Purple Segment.
60	no opinion
61	Distance
62	Awful routing
63	there is nothing to like
64	Much to close to town. Do not like.
65	Good route if it doesn't affect too many residences
66	absolutely nothing
67	Absolutely nothing
68	Only that it is closer to town and therefore closer to the area where traffic needs to be diverted rather than messing up the county farther out.
69	nothing
70	nothing
71	Nothing
72	shorter route
73	Nothing
74	further away from my family land
75	It does not directly impact my family land
76	everything, right distance, avoids major hills
77	Closer in to town, less distance,will be utilized more.
78	This is the worst route on the board. It splits an existing neighborhood.
79	Nothing
80	NOTHING
81	NOTHING
82	Nothing
83	NOTHING
84	The route south of 290
85	Nothing. There is nothing OK with this segment. It will ruin people right and left.
86	Nothing!
87	Nothing!!
88	Nothing
89	not much
90	Don't like it
91	absolutely nothing
92	Nice color purple
93	This is one of the more logical routes. Upper Live Oak is a straight route with few intersections & seems to already have a wide easement.
94	Nothing
95	Closer to town, shorter
96	No opinion
97	Not much. Could be used for west portion of Segments 1,3, and 5 but those are all better than segment 8.

98	no opinion
99	absolutely nothing
100	Slightly better than #5
101	Nothing.
102	Absolutely nothing!!
103	Nothing
104	Far enough from town to keep trucks away but cost will not be quite as much
105	Nothing
106	Nothing.
107	Nothing
108	N/a
109	Nothing
110	I'm opposed
111	n/a
112	It avoids the current city limits. With 6 and 7, a fair choice.
113	Nothing not good
114	This is the worst one yet, it goes right down the middle of this neighborhood. How can anyone like this?
115	Nothing! It is HORRIBLE!
116	Dislike this one
117	Nothing
118	Uncomplicated route.
119	This one also looks like it cuts through that winery.
120	Nothing
121	NO
122	nothing
123	I dont like it horrible idea
124	Nothing
125	Nothing
126	Nothing
127	nothing
128	Nothing
129	Nothing
130	Nothing
131	Nothing
132	Short and less cost to construct
133	nothing
134	Don't understand
135	Nothing. Absolutely terrible option.
136	nothing
137	absolutely nothing
138	Nothing.
139	Shorter route
140	N/a
141	It doesnt run through the center of town.
142	N/A
143	Not sure; need close up
144	To close to town
145	Somewhat a bypass
146	nothing
147	This is by far worst option. I like nothing about it.
148	NOTHING

149	provides route around town but still close enough for those who want to avoid town as approaching from the south
150	Nothing
151	Nothing
152	Nothing
153	length, exit point on 87N
154	Too close to town
155	Nothing
156	Nothing.
157	It avoids the park
158	It avoids the park
159	indifferent
160	Good combination with #6, for shorter length, and use by local traffic.
161	nothing
162	preferred route; minimizes farm invasion; minimizes hill construction
163	Looks like the BEST route. Allows for future growth. Medium expense.
164	This seems to me to be the most feasible route
165	still far enough out
166	nothing
167	its ok
168	nothing
169	This segment is slightly shorter than 5+4 but land costs may be higher
170	okay, relatively flat
171	Nothing
172	nothing
173	Where it connects to 87 & 290
174	I don't care for it at all... no good comments about it.
175	I don't care for it at all... no good comments about it.
176	Nothing
177	Not much.
178	Good for growth

**What don't you like about Purple Segment (Segment 8)?**

1	too far out of the way
2	Too many landowner affected.
3	this route causes loss of actual homes
4	Potential impact on existing homes, subdivisions or businesses
5	expense
6	Cost
7	It's too close in and it directly bisects a neighborhood of very expensive homes.
8	Far out
9	Just the distance out of the city limits.
10	unsure
11	Same as before
12	It is not as good as 9 / 10
13	This is the most burdensome of all routes. It take out our family home, historic buildings, and business as well as our vineyards. This is historical property as one of the first buildings built in Fredericksburg. It is home not only to my family, but is where Pioneer Flour began.

	If taken, it would wipe out our home that has been used since 1964 by our family, our tasting room and winery, and our vineyards. It would effectively destroy our lives.
14	It connects with other segments that are too long and too costly to build. It would require 2 bridges to be built across Live Oak Creek.
15	Comes close to existing parks.
16	Nothing to add that is negative unless found to impact families and/or businesses.
17	same
18	this route affects so many homes and property. The terrain will be difficult to build a road on.
19	It destroys our family homestead.
20	Connected to option#6
21	violates private property owners rights
22	It's still a little far away from town.
23	it will still be further from Hwy 16
24	nothing
25	it is very far out from town and will develop this area into the preferred traffic pattern for future development.
26	No comment
27	I don't like anything from segment 8. This cuts through way to many historical properties and ruins peoples lands. This route would be too costly and take way too long to construct.
28	This segment connect with sections which would be too long and too expensive to build. It would also require a bridge to be built over Live Oak Creek at two locations.
29	Segment 8 runs over the top of my house. I would be forced to move for I will not try to raise 4 young children right beside a major roadway. We will have attorneys lined up for miles to fight this one. Philips Semmler Rd is a private drive, not a county road. The Eilers family have utilized this road to access the homeplace since 1959. We will not go away quietly on this one.
30	Again, destroys others property values
31	Goes through subdivision.
32	Best option
33	Too much housing and commercial congestion
34	still too far out, too expensive and environmentally disruptive
35	Going through many private properties and devastating land
36	route too long, costs would be more
37	You would be getting very close to the fair grounds which at times, can become busy with traffic. Also, too many houses along Kerr Rd would be affected.
38	Nothing. Another route to nowhere. Does not use any existing right of ways.
39	its is too long and too far out of town
40	This one again, directly affects my property and transportation from my home in a negative manner
41	Impacts more houses.
42	Distance of the route, costs,
43	Nothing
44	Too far out
45	ROW takes too much land
46	I think this route is still longer and more expensive than is needed and it still disturbs more farm and ranch land than is justified.
47	Expensive stream crossings. Goes through Settlers Ridge.
48	Too close to the River. Expensive to build. Expensive to buy.
49	Again, it cuts through preserved land and instead of concentrating auto and truck traffic closer to the city center.
50	too long and costly

51	This is the most egregious example of poor planning. It goes thru the center of Settlers Ridge Subdivision where there are 40 existing homes and 59 tracts. The community would be divided by the route tremendous loss of property value would result. For those not in the path of the route, they would suffer the attendant noise and traffic danger. This location defies logical thinking. See response to question 11.
52	no comment
53	cuts right through, homes, homesteads, pasture land and fields
54	Still too long for a loop and would destroy existing Settlers Ridge Development off of 290W
55	Still too far; impacts already established neighborhood; has to go ove a substantial hill
56	Everything
57	still unnecessarily far out
58	It is too close to town.
59	no opinion
60	nothing
61	Goes right through an expensive neighborhood and over rough terrain when it could just as easily traverse land that NEEDS to be cleared. Are you guys nuts?
62	would destroy settlers ridge estates - home to 100+ people, terrain is difficult, access road or two overpasses would be needed to maintain access to upper part of neighborhood - cost prohibitive - market values of 600,0000 to 2 million per home taken
63	Nothing.
64	Nothing.
65	This route will totally destroy Settler's Ridge neighborhood of high value homes. It is a neighborhood built on hills and so will cost a tremendous amount more to build the road itself. In addition it will take out a private road to several other residential homes.
66	Requires significant loss of homesteads. Destroys Settlers Ridge. Significantly decreases land values of which government compensation will inadequately cover.
67	Do not like the fact that it cuts across one of our newer vineyards
68	I prefer something even closer to the section of Main Street needing relief
69	I don't like it because it is attached to segment 6, to which I am opposed.
70	everything
71	Terrible location as it will directly disrupt people's vineyard and farmland
72	It will totally destroy the subdivision of Settlers Ridge. Numerous homes will be lost. Remaining homes will see a tremendous decrease in their value. The subdivision will be basically cut in half destroying the peacefulness and tranquility of this neighborhood.
73	connects to an environmentally sensitive area - Pedernales River
74	It feeds to the orange section which impacts the river views and wildlife
75	nothing
76	still too long.
77	It goes right down the middle of a very nice neighborhood leaving homes on the west side stranded with no exit route!
78	ROUTE 8 ALSO GOES THRU SUBDIVISIONS AND COMPLETELY OVER HOUSES - AND THIS IS CLOSE TO ROUTE 4 AND 5 - NOISE DISRUPTIONS
79	Crosses peoples homes
80	TOO CLOSE in; doesn't allow for further growth nor is it a big help on relief; TOO many homes & businesses disrupted, connects to #5 & #6 not good
81	TOO CLOSE in; doesn't allow for further growth nor is it a big help on relief; TOO many homes & businesses disrupted, connects to #5 & #6 not good
82	It exists
83	LOCATION
84	goes thru Settlers Ridge
85	The route north of 290, it cuts right through a rural residential area
86	This is by far the MOST disruptive to homeowners!

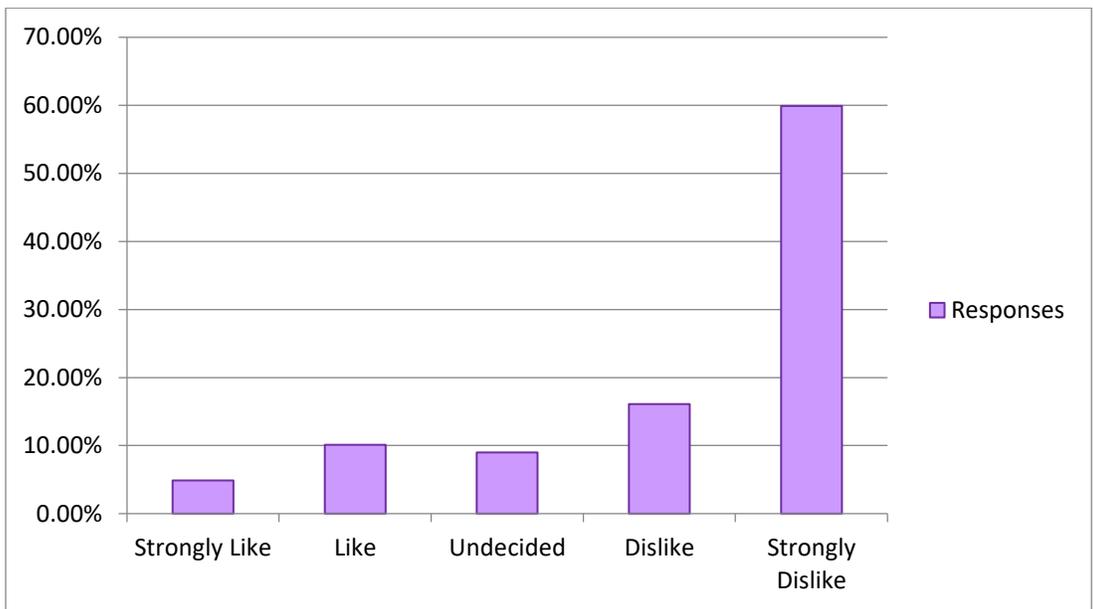
87	Cuts thru a subdivision ..would involve overpasses..eliminate homes
88	That is runs right through a residential area, effectively destroying a neighborhood. How could this even be a choice?
89	I still feel that 8/6 creates to many miles of highway and acreage for big developments to move in.
90	Destroys Settlers Ridge where I live. Same as Route 7. We will do everything to fight this
91	Too far west and north
92	will lead to too much ROW acquisition and close to riverbeds
93	Divides an existing agricultural business up!
94	Those who live there do NOT want the noise and traffic this segment will bring to that area
95	that is would destroy Settlers Ridge Estates and be prohibitively expensive to build
96	To close to business
97	There are several options that are further from town & those will cause less congestion with fewer intersections than options nearer town.
98	It is too close to a populated areas
99	No opinion
100	Like Segment 6, it "splits the baby". The Segment 6/8 is the worst overall solution.
101	Unnecessarily distant from town.
102	This route is very damaging to Settler's Ridge Estates, a residential neighborhood of expensive homes and properties and certified wildlife terrain. These properties have high appraisal district value. This route will require two overpasses in the neighborhood or the construction of another road to provide access to the western part of the neighborhood that will be cut off by the new road. The value of the property that will not be taken will be greatly diminished and the quiet rural lifestyle of this community of mostly senior citizens will be destroyed.
103	Still too long, too expensive.
104	Too close to town. Too close to homes and businesses.
105	Too close to developed areas
106	Too close to town, disrupts the wildlife habitat and their environment
107	cuts a viable vineyard and historic site in half
108	Too many flood water/natural water impact
109	Nothing
110	Destruction of private property
111	It intrudes entirely too much on our local businesses.
112	Too close to the city. Should be to the north and east as a bypass.
113	Goes through friend's property
114	Too close to town. Defeats the point of having a 400' ROW hwy loop. Getting too close to town. Eliminates clear separation btn town roads and hwy. allows for less in-town (inside loop) growth. Impedes on uniqueness of town culture.
115	too close to town
116	divides key properties
117	Upper Liveoak already has a fairly good amount of traffic. Putting the relief route here would add to the traffic and make it unnecessarily heavy in this area
118	length round town cost
119	It cuts through a historical site & working farm/vineyard
120	divides 1851 Vineyards in two
121	It does not seem to make use of any established roadways.
122	Too close to homes
123	cuts thru farm, business, home, historic site, vineyards
124	ruins a beautiful piece of land
125	It splits a very nice residential neighborhood, effectively destroying it and the property values of the homes that are not torn down to build this noisy and unsightly invasion .

126	This is the worst idea possible. I would result in several homes being destroyed, and many others will encounter significant loss in property value. Plus it will be very expensive as a result of several overpasses.
127	Cuts through a historic property,as well as through a large, respected operating vineyard.
128	Divides properties that I am concerned about
129	Damages vineyards.
130	It is hard to believe this is even being proposed. This slices through the middle of an expensive tight knit community of 40+ homes cutting across two dead end streets. It will cost a lot of money to buy the \$1 million + homes that will be wiped out plus dramatically impact property values on all other homes. It would also be extremely expensive building additional roads to get various parts of the neighborhood access out of the neighborhood. Going across major hills will also be very expensive.
131	It's a little too close to the airport and park.
132	Cuts through vineyard
133	not enough
134	You can't put a relief route through a property someone has invested so much money on. That's horrible.
135	It divides a home, historical site, business in half
136	Goes through a historic farm
137	too short term
138	I dont like it cutting through a historic vinyard
139	Splits with vineyards into 2
140	It breaks up a family run business, dividing up 1851 vineyards and historic site.
141	Divides private property
142	Cuts through a business, 1851 Vineyards. Plan routes around people's livelihoods
143	Intrudes on local business
144	dividing vineyard 1851
145	Destroys historic property and Vineyards
146	not necessary if segment one is used. too close to town
147	Disruption of a family farm and business
148	Too close to other traffic routes
149	Destroys valuable property
150	Segment cuts right though the middle of Settler's Ridge subdivision and would essentially destroy it. Residents have built their retirement dream homes to enjoy the peace and beauty of the hill country. Route will take many homes and annihilate the enjoyment for most of the others with no compensation for the radical drop in property values which would result. The neighborhood would be cut in half requiring overpasses for ingress and egress to the part that would be cut off. It would mean total destruction of what residents built here for.
151	Impacts flood plain a lot
152	too close to neighborhoods
153	same as 2,3,4,5,6,,7
154	Destroys entire residential neighborhoods.
155	This runs through an established subdivision, poor topography, it seems ridiculous that this is even up for public consideration or comment
156	This route will destroy Settler's Ridge Estates - a tranquil rural residential neighborhood of high value homes and properties and certified wildlife terrain. The terrain is difficult for road building with elevation changes of 150 feet over short distances and this route will prove to be one of the most expensive routes on these maps. The appraisal district value on the properties that will likely be taken well exceeds \$8,000,000 and \$100,000 per acre. This route will require two overpasses in the neighborhood or the construction of another road to provide access to the western part of the neighborhood that will be cut off by the new road. It will cause substantial diminution in value of the properties that will not be taken or

	compensated and will destroy the quiet rural lifestyle that this community of mostly senior citizens currently enjoys.
157	It goes through a Historical Site, a business, a home, and vineyards.
158	Doesn't allow for acces yo noyh 87 and 290.
159	N/a
160	It's incredibly close to Lady Bird Johnson Park and the FBG airport. It would disrupt farm land and habitat for local species. It connects to segment 6, which is also farm land and located in an area that floods.
161	The length of the road.
162	It's empties out onto 290 West too close to town and also encounters too many homes and businesses
163	Too long
164	To close to town
165	Better than current flow
166	Way too close to town
167	Would ruin Setter's Ridge neighborhood and home values. Kids play right next to highway. Live Oak is a beautiful country road. Would destroy it.
168	It cuts through an existing neighborhood! Right over Homestead Drive. Settler's Ridge is a nice neighborhood that has existed since 1996.
169	This runs right over the highest point within a settler Ridge housing development! This is directly on a route for housing developments and schools
170	does not provide relief all the way back to 16 on the north for anyone traveling north through fbg
171	It is in front of my house. We would have to move.
172	It effects a lot of homes on that road
173	Way too busy of an area too close to town
174	Too close to town
175	Too close to town
176	Too long and negatively impacts a number of existing residential areas, including Settlers Ridge.
177	Way too populated
178	Too close in
179	Too close in
180	This would impact a heavy residential area since this has built up and is still building up. This is to close to town and would effect to many people living here.
181	indifferent
182	Totally wipes out my property.No more lawnmower shop.
183	Will hurt more homeowners.
184	cuts up our country side
185	nothing
186	Nothing
187	too close to town
188	starting to get too close to town
189	affects home owners
190	too close to heritage school
191	getting to close to center of town
192	it cuts through a nice area!
193	Knocks out Upper Live Oak
194	It is taking more private property than necessary. We already have Friendship Lane as a planned alternative route. This purple segment is too far from Main Street. It will encourage urban sprawl.
195	too close to the golf course, and possible water issues, flooding and pollution

196	It connects to 6 and swing too far South and West
197	W-A-Y too close in to town... not practical for truly diverting trucks away from the town and its neighborhoods. Don't chop up the neighborhoods on the edge of town!
198	W-A-Y too close in to town... not practical for truly diverting trucks away from the town and its neighborhoods. Don't chop up the neighborhoods on the edge of town!
199	Extension of 6
200	Too close in to work well over time.
201	Unnecessary

**How would you rate Purple Segment (Segment 8)?**



- Strongly Like: 4.87%
- Like: 10.11%
- Undecided: 8.99%
- Dislike: 16.10%
- Strongly Dislike: 59.93%

**What do you like about Tan Segment (Segment 9)?**

1	shorter and close to town
2	Better route for truckers
3	One of the shorter routes which would make it more likely to be used by the trucks and bypass traffice
4	less of an impact to environment
5	Cost is likely to be lower
6	Nothing.
7	nothing
8	Short route; non intrusive to wildlife and ranchers
9	not sure
10	I like that it is closer to commercial property, power lines and comes out behind the commercial business on Hwy 87 that already have taken from the land value and views.
11	nothing
12	It is perfect to bypass traffic while still being close enough to town and being able to have direct access to the airport.

13	The length is acceptable. It connects to other segments that are also acceptable.
14	A good balance between not too close to the downtown area and not as long as other routes.
15	Seems like a logical segment to seriously consider depending on family and business impact. Would give some space between developed and undeveloped properties. Stays North of the Pedernales River and would help decrease infrastructure costs.
16	Short route saves money
17	provides easier access to locals and tourists
18	nothing
19	It avoids our family homestead
20	Utilizes current roads and close to town
21	short segment
22	It's okay in that it's part of a couple of the shorter routes, which I think are the best options given the potential to enhance development in the City of Fredericksburg, and also there is the potential for locals to use this as a bypass of Main Street which would reduce traffic further. The noise this far out will not be an issue for downtown.
23	Is closer to Hwy 16 and could connect with segment 12
24	seems good. closer to town than most other route options.
25	i dont know enough about that side of town to have a strong opinion between 9 and 11.
26	Nothing. To close to town.
27	Absolutely nothing
28	Acceptable distance around town.
29	I would say if the relief route is approved this is the route I would vote for.
30	Makes some sense
31	Possibility.
32	Close to light & noise areas. Will cost tax payers less.
33	very little
34	Nothing
35	shorter route
36	From a commercial standpoint access to the city is still important. When a relief route leaves the city behind the city has a negative economic impact (Route 1). Balanced access (Route 10/9) accomplishes the goal of traffic relief and at the same allows the city to benefit our residents and from tourist's dollars. It takes the truck traffic away and at the same time puts people closest to Fort Martin Scott, Texas Ranger Heritage Center, Fair Grounds, Lady Bird Johnson Park (golf course), new Convention Center and at the same time provides access our residents and visitors to the city. The Balanced Route also allows for decades of growth on the south and west sides of the city.
37	closer to town where it empties back on 290
38	This one works for me
39	Nothing
40	Nothing
41	Appears to avoid businesses
42	Closer to town
43	Acceptable
44	Much shorter than other routes and less expensive. I also think it disturbs less hoem sites and intersect highway 87 North in an area taht already has commercial development.
45	Inside original study area. Good compromise between route length and property disruption.
46	Close to town to provide general relief for downtown
47	This segment is shortening the route.
48	Nothing.
49	nothing
50	do not approve

51	dont like
52	nothing
53	nothing
54	Distance is close to town
55	Closer to town (shorter distance).
56	Nothing
57	reasonable topography
58	I don't like the Tan Segment.
59	no opinion
60	route makes most sense
61	Nothing
62	0
63	To close to town. Nothing.
64	Good place to merge into 87n
65	nothing
66	Nothing
67	This is the most efficient way to address the problem of building a bypass if we are bound and determined to have one
68	I like it as a continuation to segment 12. I'm all for as close to town or as far from town as possible.
69	nothing
70	It is okay.
71	Nothing
72	further away from my family heritage farm and quicker connection to 290 both sides
73	Does not directly impact my family land
74	nothing
75	Decent option. Closer in to town for access and less extra mileage.
76	Nothing
77	NOTHING!!
78	NOTHING!!
79	Nothing
80	NOTHING
81	It is closer to the town of Fredericksburg
82	Short and sweet, and efficiently reroutes traffic near town.
83	Nothing
84	I believe this is a more manageable solution to help slow down big developments. It will also take far less taxpayer money for this segment.
85	Not excessively long, still close enough to town to be convenient
86	not as much ROW acquisition but still too much
87	Don't like it
88	nothing
89	Don't are for it
90	These options are too close to town & will just cause more traffic congestion.
91	Nothing
92	Closer to town and shorter
93	No opinion
94	Like it only if it is used in connection with segments 10 or 12
95	Fairly close to town.
96	none
97	Getting better.
98	NOTHING.
99	Absolutely nothing!!

100	Low impact
101	Nothing
102	Nothing
103	Nothing
104	Nothing
105	NOTHING
106	Nothing
107	Close to town, short route
108	might be feasible
109	Still allows businesses to get traffic
110	n/a
111	It is shorter than the previous numbered routes, thus might be less costly. With # 10, almost entirely rural and my preferred route.
112	Ok
113	again one of least destructive choices
114	Nothing
115	Nothing
116	Much better. Trucks likely to use it.
117	Nothing
118	It's a pretty straight shot from 87 north down.
119	It looks like it's already being put on current roads which I like (leyendecker -> live oak?)
120	nothing
121	I dont like it cutting through a family's historic property
122	nothing
123	Completes friendship lane and takes it around town
124	Nothing
125	Nothing
126	nothing
127	Closer to town shorter less cost.
128	nothing
129	Don't understand
130	Closer to town and further away from open spaces and residential neighborhoods.
131	Nothing
132	nothing
133	Another incomplete route that would still require travel on current streets.
134	Definitely close to town
135	Nothing. It is terrible
136	It's just right outside of town and doesnt run into any major water sources or parks.
137	The location affects few and the length of the construction is minimal thus creating more potential for funding to be spent elsewhere with the same outcome route result.
138	Closer to town
139	To close to town
140	not a lot
141	nothing
142	Nothing. Terrible option.
143	NOTHING
144	closer in to town to provide some relief for tourists and locals, not just through travelers
145	Nothing
146	entrance point on 290, exit point on 87N, length
147	Nothing
148	Nothing
149	Shorter route to improve benefit cost ratio and reduce travel times.

150	Nothing:
151	Nothing:
152	It's at the "Goldilocks" point. Just right. It's far enough out to allow some room for development but close enough to where town now ends that it's not cutting through the scenic hill country. It's shorter and will cost less. It still provides a nice little shortcut around town without being close enough to downtown to disturb things there.
153	closer to town
154	minimizes hill construction; closer to town
155	Not my favorite route
156	nothing
157	nothing
158	nothing
159	nothing
160	Nothing
161	shorter
162	12 connecting to 9 or 11 is my favorite choice if we are not going to use Friendship Lane. It is closer in and requires less highway than the ones proposed further out.
163	shorter route
164	The right distance to the west and if connected to 12 would be good
165	Hate it... no positive comments on it.
166	Hate it... no positive comments on it.
167	Nothing
168	Nothing.
169	Nothing

**What don't you like about Tan Segment (Segment 9)?**

1	Only the unknown environmental issues, if any.
2	noting
3	Nothing
4	It's too close in and affects many neighborhoods.
5	Still far out for people coming in from 290west
6	I don't like any routes--
7	it's ok
8	weird curve on 87, too close to town
9	No complaints with 9
10	When combined with other routes, the route may cut off the area between downtown Fredricksburg and area parks.
11	Nothing to add that is negative unless found to impact families and/or businesses.
12	Still pretty costly
13	it will impact a residential neighborhood
14	Nothing
15	nothing
16	too close to town proper to clear congestion in the down town area, but still violates private property owners
17	No existing roadway is used.
18	Too close into town
19	it would be ok
20	nothing
21	i dont know enough about that side of town to have a strong opinion between 9 and 11.
22	To close to town

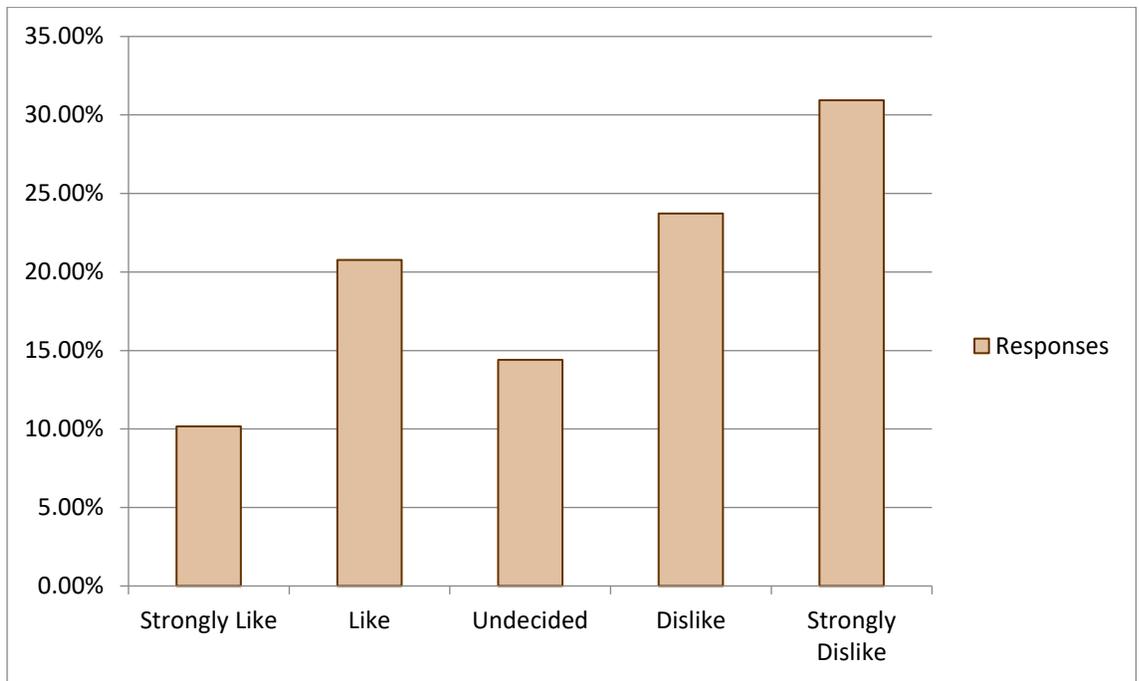
23	I don't like anything from segment 9. This cuts through way to many historical properties and ruins peoples lands. This route would be to costly and take way too long to construct.
24	Just like every suggested route, it will be confiscating personal property for little or no just reason.
25	Destroys property values
26	Cuts through some housing.
27	Good option
28	To much commercial congestion
29	closer in but still unnecessarily disruptive
30	again goes through private property
31	very acceptable
32	It does not use existing route options. Which are missing on this whole map. Why is the route using Friendship Lane, Tivydale, Upper Live Oak with new right of way from 290 to 87 the route. There are places where the road way will require additional right of way but at only a fraction of the cost of any of the routes in the proposal.
33	this segment would be acceptable
34	Impacts too many houses.
35	Distance of the route, costs,
36	Too close to town and existing houses/businesses.
37	Too far out
38	No major objection
39	Nothing.
40	nothing
41	Segmeny 9 cuts through some expensive real estate and high hills. Expensive to build.
42	Again, it cuts through preserved land and instead of concentrating auto and truck traffic closer to the city center.
43	will affect too many homes
44	see response to question number 11.
45	too close to town
46	It contains my property on Squirrel Run
47	Goes over a substantial hill; disrupts an established neighborhood.
48	Goes over a big hill.
49	everything
50	displacement of some businesses and residences
51	It is too close to town and ends near my brother's home and my property. Being this close to town, I feel there's a possiblity that another route would have to be built in the future.
52	too close to town and affects developed areas
53	Nothing
54	Should try to avoid residential neighborhoods. Again has the county residents paying for a city problem.
55	too close to homes
56	Would limit future town expansion on highway 290.
57	Nothing
58	this segment disrupts another residential neighborhood
59	Disrupts neighborhood
60	nothing
61	everything
62	It is okay- seems harmless.
63	It connects to routes that impacts numerous businesses
64	will have to go overhead with the intersections of Tivydale & 16
65	Leads to light blue and gray which interset 16 & tivydale/friendship at strange angles, reroute?

66	a bit invasive of too many businesses. too close as their is a better option in #8
67	-
68	ROUTE 9 GOES THRU DEVELOPED LAND - AND SUBDIVISIONS
69	Croses peoples homes
70	It comes over and through our home & property/fields! It is not far enough out for now for future growth needs; connects to #10, or #12 on other end and disrupts too many homes & businesses all along the route(s)
71	It comes over and through our home & property/fields! It is not far enough out for now for future growth needs; connects to #10, or #12 on other end and disrupts too many homes & businesses all along the route(s)
72	It exists
73	LOCATION
74	harms Settlers Ridge
75	It runs right through a rural residential area north of 290
76	Still impacts some wildlife and wild areas.
77	too close to neighborhoods.
78	Would eliminate homes
79	It is too close to residential areas. Don't you care about people?
80	I believe this is a more manageable solution to help slow down big developments. It will also take far less taxpayer money for this segment.
81	Nothing
82	more ROW acquisition needed than necessary
83	Do you have a home in that area? Do YOU want all that traffic and noise there?
84	that it would disrupt Royal Oaks estates
85	Very unsafe and loud close to town
86	These options are too close to town & will just cause more traffic congestion. It will create too many intersections and will affect too many people who already live nearby.
87	It is too populated
88	No opinion
89	Farther out from town than necessary.
90	impacts a residential neighborhood
91	WAY too close to town, homes, and businesses. Terrible.
92	Way too close to developed areas
93	Too close to town, disrupts the wildlife habitat and their environment
94	Close to town
95	Too close to town
96	Destruction of private property
97	Too close to businesses and homes.
98	Too close. Not an effective bypass.
99	Too close to town. Defeats the point of having a 400' ROW hwy loop. Getting too close to town. Eliminates clear separation btn town roads and hwy. allows for less in-town (inside loop) growth. Impedes on uniqueness of town culture.
100	Too close to town
101	divides home properties
102	n/a
103	Nothing.
104	Too close to city
105	It is too close to residential neighborhood.
106	Impacts residential areas significantly
107	Will impact a residential neighborhood
108	It's a little close to the 87/290 "Y" where some major development is sceduled.
109	too short term

110	Horrible idea cutting through a family's historic property
111	not necessary if segment one is used. too close to town
112	Too close to town
113	Destroys valuable property
114	Impact on residential neighborhood
115	Could straighten the northern segment
116	terrible resolution
117	Crazy?
118	Still too close to residential areas.
119	Too close to town
120	will adversely impact a residential neighborhood
121	Incomplete route.
122	Going to be a mess going over 2093 and 16 and Frenship
123	Takes homes and businesses and caps town growth
124	It runs through peoples property where their homes are located.
125	N/A
126	It's empties out onto 290 West too close to town and also encounters too many homes and businesses
127	Need to see land segments
128	To close to town
129	Not much of an improvement
130	way too close to town
131	Way too close to town. Would not even help with the re-route of traffic. Terrible idea.
132	Too close to town and existing neighborhoods
133	Too close
134	not a full route around town
135	Horrible placement. Too close to town
136	Too close to town. Disrupts more lives
137	Too close to town
138	Appears to negatively impact existing residential development and major topographic issues.
139	Too populated
140	too close, impacts businesses and local farming and low income families living in trailers
141	too close, impacts businesses and local farming and low income families living in trailers
142	nothing
143	Too close in.
144	nothing
145	Still too close to town. Does not allow for future growth.
146	Not my favorite route
147	too close to residential area
148	too close to town
149	getting closer to town
150	it runs through my house
151	too close to heritage school
152	getting too close to center of town
153	Too close to the folks that live West of Main St. also see my comments for segments 10 and 11
154	hits residential areas
155	It might connect to 10 which is a bad place to come back on 290 E
156	It doesn't serve the purpose of really diverting trucks away from town. It's not enough to just get them off of Main St., you want to get them away from the town and its charming

	neighborhoods on the edge of town. Don't dissect our lovely town and surrounding neighborhoods with such a wide highway! We hate this #9 option.
157	It doesn't serve the purpose of really diverting trucks away from town. It's not enough to just get them off of Main St., you want to get them away from the town and its charming neighborhoods on the edge of town. Don't dissect our lovely town and surrounding neighborhoods with such a wide highway! We hate this #9 option.
158	Too close to FHS
159	Far too close in to do the job when completed, let alone over time.
160	Unnecessary

**How would you rate Tan Segment (Segment 9)?**



- Strongly Like: 10.17%
- Like: 20.76%
- Undecided: 14.41%
- Dislike: 23.73%
- Strongly Dislike: 30.93%

**What do you like about Light Blue Segment (Segment 10)?**

1	Shorter route for truckers.
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2	One of the shorter segments which would make it more likely to be used and be more cost effective with minimum infrastructure costs.
3	close to the core of FB
4	Lower cost
5	Nothing.
6	much closer
7	makes easy transition from 290 east onto the loop
8	Same as segment 9.
9	diverts traffic from wineries on 290
10	Nothing
11	It is a continuation of 9, which makes sense to ease traffic issues while still offering access to town and the airport
12	Not sure.
13	The distance is acceptable. It connects with other segments that are also acceptable.
14	A good balance between not too close to the downtown area and shorter than other routes.
15	Utilizes existing right of way which is already in place and would decrease development costs for the project.
16	provides good access for locals and tourists while still pulling truck traffic off before town
17	no opinion
18	Neutral
19	Utilizes current roads resulting in lower costs
20	completes a short route around town
21	I like that it's one of the shorter options, which will reduce cost and time of construction. Also, this would be more than likely utilized by locals, which would enhance development for the City of Fredericksburg.
22	Nothing
23	it might impact less private property owners
24	seems like a good distance from town
25	might be the least populated route.
26	Absolutely nothing.
27	Absolutely Nothing.
28	Acceptable distance around town.
29	If the relief route passes I would vote for this one.
30	Nothing
31	Straight shot to 290.
32	Not intrusive
33	This was the route which I thought was the purpose of extending Milam and Friendship Lane...Use what is already existing instead of destroying more farm and ranch land.
34	not much
35	Nothing
36	over all a better choice
37	From a commercial standpoint access to the city is still important. When a relief route leaves the city behind the city has a negative economic impact (Route 1). Balanced access (Route 10/9) accomplishes the goal of traffic relief and at the same allows the city to benefit our residents and from tourist's dollars. It takes the truck traffic away and at the same time puts people closest to Fort Martin Scott, Texas Ranger Heritage Center, Fair Grounds, Lady Bird Johnson Park (golf course), new Convention Center and at the same time provides access our residents and visitors to the city. The Balanced Route also allows for decades of growth on the south and west sides of the city.
38	closer to town and not so much extra distance to get around town
39	This one is great
40	Nothing

41	Nothing.
42	Closer in, efficient route
43	Short and close in
44	Shorther route, less cost and disturbs less rural area land and homes.
45	Good compromise between route length and property disruption. Some area for growth near it.
46	Close to town to provide general downtown relief and useful for local residents
47	Again, this is becoming more feasible. Less real estate to buy; not as many creeks to cross; doesn't cross the river.
48	Nothing.
49	nothing
50	continue to believe only 1 and 3 should be considered. Only acceptable if it does not connect to 9.
51	don't like
52	Close enough to town to act as a reasonable alternate route
53	Appears to follow a previously studied route (from early 2000's). Less work moving forward. Avoids any major developments.
54	Nothing
55	flat terrain. catches traffic off 290E before entering town
56	I don't like the Light Blue Segment.
57	no opinion
58	short yet effective
59	No opinion
60	closer to town
61	Would impact too many homes.
62	Seems like a good route.
63	no opinion
64	No opinion
65	I like because it is shorter
66	It keeps Friendship Lane usable by locals.
67	nothing
68	nothing
69	nothing
70	Nothing
71	stays out of the river plain of the Pedernales
72	Stays away from the river as it heads to 290 east
73	might be a positive for traffic to airport, fairgrounds
74	see tan
75	Nothing
76	NOTHING!
77	NOTHING!
78	Nothing
79	NOTHING
80	it runs through commercial and industrial areas
81	Short and sweet, and efficiently reroutes traffic near town.
82	I don't know
83	I believe this is a more manageable solution to help slow down big developments. It will also take far less taxpayer money for this segment.
84	Close enough to town to be convenient, far enough to provide room for growth
85	would cause less ROW acquisition but still too much
86	Don't like it
87	mostly in farm land

88	This is jokingly way to close and unsafe
89	These options are too close to town & will just cause more traffic congestion. It will create too many intersections and will affect too many people who already live nearby.
90	Nothing
91	Nothing
92	It is one of the shortest routes - assume less expensive than longer routes
93	Fairly close to town.
94	no opinion
95	NOTHING.
96	Absolutely nothing!!
97	Low impact
98	Nothing
99	Nothing
100	Nothing
101	Closer to town. Less beautiful ranchland ruined
102	Nothing
103	NOTHING
104	Nothing
105	Still allows businesses to get traffic
106	n/a
107	It is largely rural and, with #9, makes sense to me.
108	Nothing
109	reduces impact on undeveloped and open areas
110	Don't know
111	Undecided
112	Much better; shorter so more likely to be used
113	No opinion
114	Uncomplicated route, stays north of the Pedernales river.
115	If it's on friendship, I like it.
116	nothing
117	Horrible idea cutting through a family's historic property
118	nothing
119	Nothing
120	Nothing
121	Nothing
122	no opinion
123	The distance from town, length and cost.
124	nothing
125	Nothing
126	Closer to town. Shorter route.
127	NOTHING
128	no opinion
129	Closer to town
130	Nothing
131	Very direct, close to town
132	It's a good location distance wise from the center of town.
133	This appears to be near Friendship Lane in Fredericksburg, if I am viewing this correctly this would be a useful location. There is already a new large road that is equipt to loop large vehicles around town without going directly through high foot-traffic areas. This spits the trucks out directly at HWY 16, 290, and 87. The use of this existing construction save time and money.
134	Closer to town

135	To close to town
136	Some improvement
137	nothing
138	No opinion
139	Nothing
140	somewhat close into town
141	entrance point on 290, length, crosses areas that are already commercially developed. Could terminate at 290W with cloverleaf that would feed traffic onto 290E to the "Y" for access to 87N or western end of Main Street via segment 9
142	Nothing
143	Nothing
144	By far, the most feasible option. Excellent benefit cost ration and allows for future growth. Utilizes existing ROW.
145	I DO NOT LIKE IT
146	I DO NOT LIKE IT
147	It's at the "Goldilocks" point. Just right. It's far enough out to allow some room for development but close enough to where town now ends that it's not cutting through the scenic hill country. It's shorter and will cost less. It still provides a nice little shortcut around town without being close enough to downtown to disturb things there.
148	nothing
149	closer to town
150	Not my favorite route
151	absolutely nothing!!!
152	nothing
153	nothing
154	nothing
155	Segment 10 as a stand-alone is fine, the problem is segment 9 or 11
156	shorter
157	nothing
158	less asphalt
159	The right distance from town - a little too far south
160	Do not like it at all... it'll result in the trucks being routed too close to town and its neighborhoods.
161	Do not like it at all... it'll result in the trucks being routed too close to town and its neighborhoods.
162	Nothing
163	Nothing
164	Nothing

**What don't you like about Light Blue Segment (Segment 10)?**

1	too far out, does not use existing roadways
2	Seems like a segment that should be seriously considered
3	future traffic may not be helped
4	Nothing
5	It's too close in.
6	not sure if it'll serve future city growth
7	too close to the fair grounds
8	Same as above
9	No Complaints with 10
10	The route may cut off the area between downtown Fredricksburg and area parks.
11	Does it give enough growth potential?

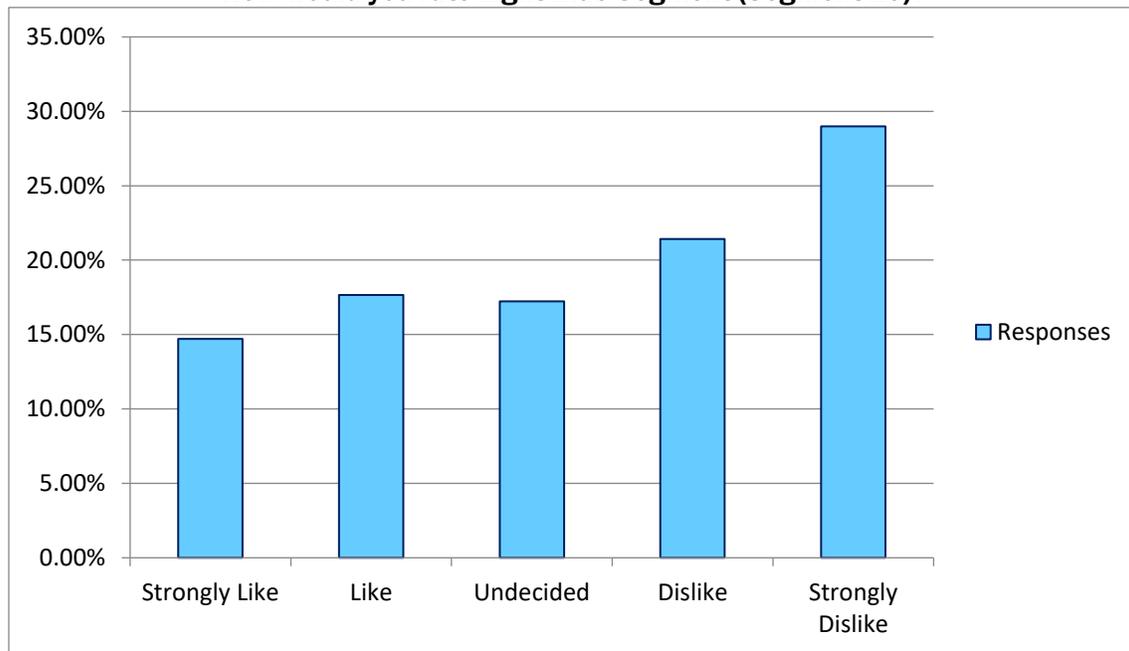
12	it's not the least costly
13	no opinion
14	Nothing
15	nothing
16	gets too close to town to alleviate the congestion, but still invades private property owner rights
17	It does not use existing road.
18	Goes through Backwoods Barbeque and too close to Hilda's too close to the hospital and High School
19	it would be ok
20	nothing
21	still look too long for what little we are trying to accomplish. Also afraid with friendship In not developed out yet this could impact the inner loop development.
22	Goes thru my bedroom!!!
23	I don't like anything from segment 10. This cuts through way to many historical properties and ruins peoples lands. This route would be too costly and take way too long to construct.
24	Just like every suggested route, it will be confiscating personal property for little or no just reason.
25	Same as above
26	Cuts through Backwoods BBQ. Some housing.
27	Good
28	Getting too close to city limits, no room for growth
29	closer in but still unnecessary
30	Goes around established businesses and thru private properties
31	acceptable route
32	It goes right through an establish, fairly new, restaurant.
33	It does not use existing route options. Which are missing on this whole map. Why is the route using Friendship Lane, Tivydale, Upper Live Oak with new right of way from 290 to 87 the route. There are places where the road way will require additional right of way but at only a fraction of the cost of any of the routes in the proposal.
34	This segment is fine
35	Impacts too many houses.
36	Distance of the route, costs,
37	Too close to town and existing homes/businesses. Would require removal or relocation of homes and businesses.
38	Impact to landowners
39	No major objections
40	Nothing.
41	Nothing
42	So far, I think it is doable.
43	Again, it cuts through preserved land and instead of concentrating auto and truck traffic closer to the city center.
44	too far out
45	see reply to question 11
46	too close to town
47	Nothing. This is the route I would choose
48	Nothing. I fully support this route.
49	Everything
50	close to Heritage School
51	It begins close to my property and my brother's home. It is too close to town and ends near the wineries where there would be traffic congestion.
52	too close to town

53	Nothing
54	No comment
55	still in the county - bypass should be in city of fredericksburg
56	Too populated.
57	Can't think of anything
58	no opinion
59	No opinion
60	I don't like the routes in the middle.
61	everything
62	looks like it might potentially cut through some vineyards which you want to avoid
63	getting to close and will adversely impact development which is going that direction
64	It impacts too many businesses
65	still a problem with the businesses at Tivydale & 16
66	Issues with 16 and tivydale intersection, overpass around businesses
67	leads to a tie in route that isn't preferred
68	see tan
69	Goes through established companies & homes
70	TOO CLOSE IN; DOES NOT HELP RELIEVE TRAFFIC NOW OR IN FUTURE
71	Too close in; not allowing for future growth; too many homes & businesses disrupted on all ends of this route and its links
72	It exists
73	LOCATION
74	connects to 9
75	Still impacts some wildlife and wild areas.
76	I don't know
77	The impact it would have on the families that live here.
78	Nothing
79	would lead to more ROW acquisition than would be needed
80	Too much noise and traffic brought to those who bought land in the country to get away from it
81	if it feeds route 9
82	Distrous homes and business unsafe feeling back on 290
83	These options are too close to town & will just cause more traffic congestion. It will create too many intersections and will affect too many people who already live nearby.
84	It is too close to too many businesses and populated areas
85	It crosses 2093
86	Cut through too much private property
87	Better than 3 and 5 but not as good as 1 and 12
88	Too much property to acquire, & further out from town than necessary.
89	no opinion
90	WAY too close to town, homes, and businesses.
91	Crosses developed areas
92	Too close to town, disrupts the wildlife habitat and their environment. We'll lose that small town charm
93	Too close to town
94	Too close to town
95	Destruction of private property
96	It's too close to town, homes & local businesses.
97	Too close to the city. Would be more effective on the north side.
98	Too close to town. Defeats the point of having a 400' ROW hwy loop. Getting too close to town. Eliminates clear separation btn town roads and hwy. allows for less in-town (inside loop) growth. Impedes on uniqueness of town culture.

99	Too close to town
100	divides more home properties
101	length of road costly
102	n/a
103	It does not seem to make use of any existing roadways.
104	Too close to city
105	It may connect to segments close to residential homes.
106	Undecided
107	No opinion
108	It's very close to the airport.
109	If it cuts through any property
110	everything
111	Horrible idea cutting through a family's historic property
112	not necessary if segment one is used. too close to town
113	Too close to town
114	Destroys valuable property
115	no opinion
116	Not sure
117	Cuts through established neighborhoods
118	Same as 2--9
119	Still too close to residential neighborhoods.
120	TOO CLOSE TO TOWN & SCHOOLS
121	no opinion
122	Incomplete route
123	It runs through the city near the fair grounds and crosses the Pedernales River.
124	N/A
125	It's empties out onto 290 West too close to town and also encounters too many homes and businesses
126	Any business relocation required?
127	To close to town
128	Not much of an improvement and looks to go through neighborhoods
129	way to close to high school
130	No opinion
131	That route is already heavy with traffic
132	Too close! Why are we even considering running trucks by our high school and downtown?
133	does not provide full route around town
134	To close into town
135	Busy area
136	Too close in. Disrupted many families and businesses
137	Too close to town
138	Nothing.
139	Too populated
140	It destroys businesses like Backyard BBQ - unacceptable
141	It destroys businesses like Backyard BBQ - unacceptable
142	nothing
143	Too close in.
144	cuts up too many properties
145	nothing
146	Too close to town. Does not allow for future expansion.
147	Not my favorite route
148	too close to town
149	way to close to town, damages too many homes!!

150	affects home owners
151	too close to town
152	getting too close to center of town
153	It currently feeds into segment 9 or 11 and that will likely create a noise issue and 10+9 or 10+11 will need a lot of purposed land for on/off ramps for 87,16 and 290
154	Like it
155	It requires taking more private property while using a route that is closer in requires taking less new property. We do not want to encourage urban sprawl.
156	i think the route should be as short as possible, more people will use it.
157	A little too far South and connects to 290 E in a bad spot
158	This is too close in to town and surrounding neighborhoods... and will unnecessarily chop up our quaint little town and the feel of its surrounding neighborhoods. The route is not a good solution!
159	This is too close in to town and surrounding neighborhoods... and will unnecessarily chop up our quaint little town and the feel of its surrounding neighborhoods. The route is not a good solution!
160	Too close to FBG
161	Too near town to work well when completed, let alone over time.
162	too close to city limits

**How would you rate Light Blue Segment (Segment 10)?**



- Strongly Like: 14.71%
- Like: 17.65%
- Undecided: 17.23%
- Dislike: 21.43%
- Strongly Dislike: 28.99%

**What do you like about Pink Segment (Segment 11)?**

1	near to town, shorter to build, some right of way inplace
2	Again, shorter route for truckers.
3	Needs to tie into Friendship Lane
4	One of the shorter segments which would decrease cost of ROW acquisition and construction costs
5	close to the core of the city
6	Lower cost
7	This might reduce the cost as it's closer to existing roads.
8	much closer in. Encourages people to take this route
9	short and non intrusive to ranchers
10	I like that the pink segment uses existing roadway and also goes through government land
11	runs close to the new Seven Hills complex
12	It follows more closely to developed property & comes out by the commercial businesses on 87N. that have already reduced values of property and hurt the views.
13	I like to color pink
14	Nothing
15	11, while not as good as 9, is a good second choice as it alleviates the traffic through town while allowing access to town and the airport
16	Not sure.
17	The distance is acceptable. It connects with other segments that are also acceptable.
18	Much less environmental impact than other routes; looks to be less costly.
19	Maybe too close to town unless existing right of way could be obtained.
20	Short route, saves money, already has commercial roads
21	least number of landowners affected, still pulls off traffic before town and great access for locals and tourists
22	I am less opposed to this route than others. it is the shortest route, closest to town and places the burden of the road on the fewest people and closer to those who currently suffer the problem and want to road to be built
23	Closer to town Fewer properties involved
24	It avoids our family homestead
25	Lower cost of construction
26	nothing
27	I like that it's part of the closest alternative, and although land will be a little more expensive, it's significantly shorter than many of the other choices. It also will be a great alternative for locals to use to bypass downtown, and offer development opportunities closer to town, including more affordable housing and it will also be more attractive as a bypass given that it's not several miles out of the way. This will leave downtown with even less non economically beneficial travelers. In turn this will enhance the experience of people downtown, even more than an extremely long route than only the biggest of trucks will find appealing. Who with a smaller truck just passing through Fredericksburg would want to take a 20 mile detour?
28	Part of most direct route
29	Shorter route closer to Highway, Less impact to property owners
30	great location. closest to edge of town
31	looks to be the most cost effective norther segment. but what is the traffic flow pattern for 290 east to 87?
32	Nothing
33	Segment 11 is the better choice out of the option because it is less invasive to peoples property and would be placed in an already commericalized area. This route would not only cost less but would be better for the town because it would still allow people to drive by the town.
34	Acceptable distance around town.

35	I am less opposed to this route than others.
36	Probably cheapest again
37	Straight shot from Hwy 87. Mostly out of drainage area.
38	Close to town
39	that is the closest to the "Y" where traffic can access both 290 and 87
40	Nothing
41	shorter route - less overall impact
42	Cheapest.
43	closer to town where it empties back on 290
44	Shorter route, some right of ways
45	Nothing.
46	Closer in, uses some existing road
47	like the pink better than any its the shortest and less costly
48	Short route, less expensive
49	It runs through already commercial developed areas, is shorter and less costly.
50	Minimal property impact. Minimal length/cost.
51	Close to town to provide general downtown relief and useful for local residents
52	Segment 11 misses some high hills; seems to go through less populated areas.
53	It pushed the truck and auto traffic closer to the existing city center.
54	nothing
55	see answer to question 28
56	don't like
57	Utilizes existing ROW (Kerr Rd.) and also goes through industrial area that minimizes impacts to residential neighborhoods.
58	Uses an existing road (Kerr); goes through industrial area; less impact on residential living
59	Nothing
60	shortest path to connect to 87N
61	I don't like the Pink Segment.
62	no opinion
63	Nothing
64	Shortest route so less costly. City pays a fairer share of cost. It is a city problem, so the city should bear most of the cost.
65	closer to town
66	Nothing.
67	Might work!?
68	North of 290 places the burden of the road on those who want the road to be built
69	Shortest route
70	I like because it is shorter
71	This is my favorite because it destroys the least land.
72	I like the routes that are closest to town or farthest from town. I like this because it is so close.
73	nothing
74	It seems fine.
75	Shortest route. Require less land to purchase and less expense for the road. It seems to impact the least number of homes and businesses.
76	not sure
77	nothing specific
78	short
79	Close to town. Less extra distance traveled will mean more people will use it, providing the best reduction of traffic through town. Less road means cost and time to implement will be least. Also is the least-invasive solution, as the negative impact of building it falls more on those in and close to town - those who will benefit, and those who chose to live in/near

	town and deal with roads/traffic, as opposed to those who chose to live far out of town so as not to have such things nearby.
80	COST - NOT SO FAR OUT
81	Nothing
82	NOTHING!
83	NOTHING!
84	Nothing
85	NOTHING
86	shortest route, near town
87	It runs through commercial and industrial areas.
88	Perfect! Short and sweet, and efficiently reroutes traffic near town.
89	Shorter..doesn't affect so many people
90	It destroys less
91	It's definitely more cost effective and the city would have control of what kind of development takes place for most of this area.
92	Conveniently close to town
93	would lead to least amount of ROW acquisition
94	Don't like it
95	closest to town - mitigates concerns about well contamination, would be better if it were in the city limits
96	Nice color pink
97	These options are too close to town & will just cause more traffic congestion. It will create too many intersections and will affect too many people who already live nearby.
98	Nothing itnis too populated
99	Closer to town and shorter
100	No opinion
101	makes it more convenient to get to work
102	Nothing
103	Closest to town.
104	shortest route, closest to town--affects the fewest people
105	The closer in the better
106	Absolutely nothing!!
107	Nothing
108	Nothing
109	Nothing
110	Nothing
111	Nothing
112	NOTHING
113	Nothing
114	shorter route around
115	Still allows businesses to get traffic
116	n/a
117	It uses a part of the National Guard Armory, already dedicated to a public land use.
118	No
119	again limits destruction of pastoral land
120	Affects area already closer to highway traffic.
121	Closest to town
122	Shorter, more likely to be used . Does not disturb countryside
123	Shortest route and probably impact the least number of people.
124	Uncomplicated route.
125	I like that it's short
126	nothing

127	Route looks better then the others
128	nothing
129	Ok
130	Nothing
131	Nothing
132	With Segment 12, shortest route, cheapest to build
133	Not to close or to far. Less cost to construct
134	nothing
135	Same
136	Close to town.
137	nothing
138	shortest route, closest to town - places the burden of the road on the fewest people and closer to those who currently suffer the problem and want the road to be built
139	Closer in so less property to purchase
140	Nothing.
141	OK
142	The location affects few and the length of the construction is minimal thus creating more potential for funding to be spent elsewhere with the same outcome route result.
143	Closer to town
144	To close to town
145	Not much
146	nothing
147	Nothing
148	Nothing
149	close in to town for locals and tourists to use
150	could terminate at 290W with cloverleaf that could feed traffic onto 87N and western end of Main Street at the "Y"
151	Nothing
152	Nothing
153	By far, the best option to connect US 290E and US 87N. Utilizes existing ROW and also minimizes impacts to existing development.
154	Does not get my support
155	Does not get my support
156	nothing
157	closer to central main street
158	closer to town
159	Not my favorite route
160	absolutely nothing!!
161	nothing
162	nothing
163	nothing
164	Nothing
165	shortest
166	It is better than going further out.
167	shortest and possibly best used
168	The right distance from town and connects to 290 & 87 in a good place
169	Really HATE this one. Why in the world put such a major highway so close in to town and chop up our lovely surrounding neighborhoods?!?
170	Really HATE this one. Why in the world put such a major highway so close in to town and chop up our lovely surrounding neighborhoods?!?
171	Nothing
172	Nothing

173	not necessary
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**What don't you like about Pink Segment (Segment 11)?**

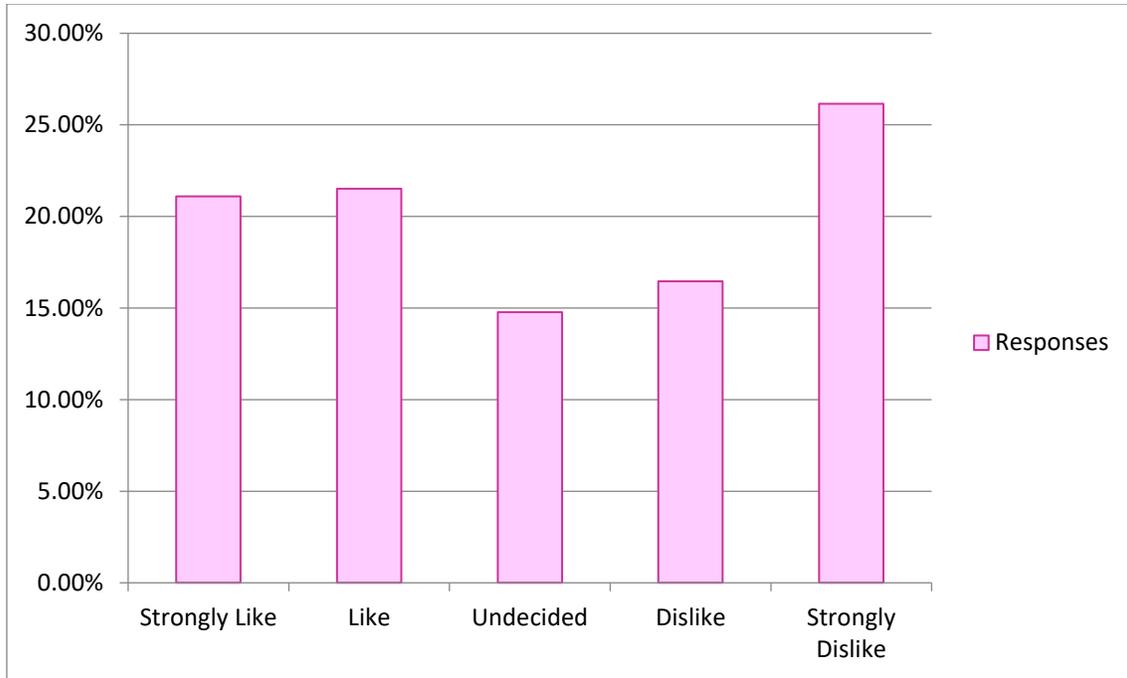
1	Impact on existing homes and businesses
2	nothing
3	Nothing
4	Added noise on highway 87.
5	cuts into several established businesses
6	Too close to town, too close to the new event center
7	Same as before
8	No complaints
9	When combined with other routes, the route may cut off the area between downtown Fredricksburg and area parks.
10	Proximity to major town developments
11	nothing...i think it's the best route
12	no opinion
13	Nothing
14	nothing
15	too close to town
16	What's not to like?
17	Close to hospital and high school and major intersection
18	is ok
19	nothing
20	I assume 75% of the traffic is 290 east to 290 west if so this is a lot of money for nothing.
21	To close to town
22	Nothing is wrong with it
23	Just like every suggested route, it will be confiscating personal property for little or no just reason.
24	Again, destruction of property values
25	Some housing.
26	Nothing
27	Getting too close to city limits, no room for growth, affecting large amount of commercial
28	still unnecessary to build to TxDpt specifications
29	Leads into the same problem with businesses and properties
30	nothing - I like it
31	It does not use existing route options. Which are missing on this whole map. Why is the route using Friendship Lane, Tivydale, Upper Live Oak with new right of way from 290 to 87 the route. There are places where the road way will require additional right of way but at only a fraction of the cost of any of the routes in the proposal.
32	Too close to downtown
33	this segment would be acceptable
34	Impacts too many houses.
35	cost
36	To close to town and homes/businesses.
37	Potential landowner impact
38	Closer to town
39	No objections
40	Nothing.
41	A bit close to town.
42	It depends on what Segment will displace.

43	I don't think it's needed.
44	will affect too many homes
45	route should not cross thru residential tracts
46	too close to town
47	May need to shift intersection with 290W closer to town to avoid a small neighborhood on Royal Oaks Lp.
48	Impacts small neighborhood at 290W, but could be shifted to avoid it
49	Everything
50	some displacement of business and residences necessary
51	The Pink Segment is really close to my property and ends right over my brother's house. Also it is too close to town. As in the above notes, it opens the possibility of another relief route in the future.
52	affects too much
53	to close to center of town
54	No objection
55	in the county - should be in city limits
56	All.
57	Doesn't seem to merge into 87N at a very good place.
58	South of 290 seems to be through more residential neighborhoods
59	Least residential
60	I don't want a relief route at all. I'd prefer to create parking for people off Main Street so that the road can accommodate the passage of two (unimpeded) lanes of traffic in each direction.
61	nothing
62	everything
63	It is okay. No dislike.
64	Nothing
65	not sure
66	not sure
67	appears to disrupt too many businesses when a better alternative is available
68	-
69	Goes over peoples homes & established businesses
70	TOO CLOSE, TOO CLOSE; NOT HELPFUL NOW OR FOR FUTURE GROWTH; DISRUPTS BUSINESSES & NEIGHBORHOODS
71	much too close in; not relief; not good future help; very disruptive to businesses, homes, and links to #12 or #10 which is not good
72	It exists
73	LOCATION
74	It needs to go a bit further west to stay away from the rural residential area just south of 290
75	It's perfect.
76	I do not believe this will solve the problem for the long term.
77	I don't know
78	The impact on the families that live in the area.Very cost effective
79	Not enough room for growth
80	unfortunately would lead to properties destroyed and land ruined
81	Leave the noise and traffic IN town where it really only bothers the pedestrians
82	no opinion
83	Unsafely close to town and families
84	These options are too close to town & will just cause more traffic congestion. It will create too many intersections and will affect too many people who already live nearby.
85	It is too close to town and neighborhoods

86	No opinion
87	goes through road where my friend lives.
88	Seems segment 9 would be better choice to connect with 10 or 12
89	I don't dislike anything about the pink segment.
90	no opinion
91	WAY too close to town, homes, and businesses.
92	Crosses developed areas
93	Too close to town, disrupts the wildlife habitat and their environment. We'll lose that small town charm
94	Seems way way too close to town and like it will still add to regular town traffic
95	Way too close to town
96	Destruction of private property
97	Too close to town, homes & businesses
98	Too close to the city and should be on the northeast side.
99	Too close to town. Defeats the point of having a 400' ROW hwy loop. Getting too close to town. Eliminates clear separation btn town roads and hwy. allows for less in-town (inside loop) growth. Impedes on uniqueness of town culture.
100	Too close to town
101	too short
102	Cuts through Compassionate Care Vet Clinic
103	n/a
104	Nothing.
105	Too close to city
106	Don't know.
107	Undecided
108	No opinion
109	Really close to the 290/87 "Y" where major development is scheduled.
110	not enough
111	too short term you may as well save our money
112	Perfect route
113	not necessary if segment one is used. too close to town
114	Too close to town
115	Destroys valuable property
116	Unsure of impact on residential neighborhoods
117	Northern part could be moved to the west to move it out of town a bit.
118	not solving problem
119	Same
120	Still too close to residential neighborhoods.
121	TOO CLOSE TO TOWN & ESTABLISHED SCHOOLS AND BUSINESSES
122	no opinion
123	Incomplete route.
124	N/A
125	It's empties out onto 290 West too close to town and also encounters too many homes and businesses
126	Need to see homes, parcels
127	To close to town
128	Not much of an improvement
129	too close to neighborhoods
130	Too close to town. Beautiful roads near Kerr and Live Oak. Don't destroy that with a highway.
131	Too close to town and existing heavy traffic and residential areas
132	not a full route around town

133	Too close to town
134	Way to close to town. Disruptive to many families and businesses
135	Too close to town
136	Nothing.
137	Too populated
138	Too close to town which is supposedly being protected by the route
139	Too close to town which is supposedly being protected by the route
140	starts cutting too close to downtown.
141	Too close in.
142	nothing
143	Not my favorite route
144	too close to town
145	way too close to town, impacts too many homes!!
146	getting closer to town
147	too close to town
148	getting too close to center of town
149	A potential noise and eminent domain issue, along with segment 10, on/off ramps for 87, 16 and 290 will take a lot of purposed land.
150	looks good. How is topography?
151	I think we should use Friendship Lane but of the alternatives I like 12 connecting to 9 or 11.
152	could be closer in.
153	It could connect to #10 if it connects to #12 - OK
154	This is not a good solution AT ALL! It's W-A-Y too close to town and surrounding neighborhoods/homes. We want the trucks to be farther out and away from town... NOT have a major wide highway chopping up the edge of our lovely town. This is a REALLY bad location!!
155	This is not a good solution AT ALL! It's W-A-Y too close to town and surrounding neighborhoods/homes. We want the trucks to be farther out and away from town... NOT have a major wide highway chopping up the edge of our lovely town. This is a REALLY bad location!!
156	Extension of 10
157	Disrupts too many neighborhoods, and is too close to town to provide effective relief when completed, as well as over time.
158	not necessary

**How would you rate Pink Segment (Segment 11)?**



- Strongly Like: 21.10%
- Like: 21.52%
- Undecided: 14.77%
- Dislike: 16.46%
- Strongly Dislike: 26.16%

### What do you like about Gray Segment (Segment 12)?

1	near town, existing roadway, low cost to build
2	Shorter route, less costly. Truckers will use it.
3	needs to tie into Friendship Lane
4	Uses existing right of way which would reduce costs and shorter so that trucks and bypass traffic would utilize the segment
5	good alternative to others and would give relief to incoming west bound
6	Cost
7	See response to 11.
8	Much closer.
9	Short and less expensive
10	The gray segment looks to be a reasonable distance from the city
11	already part of the city; may be least expensive???
12	It runs along developed and commercial properties instead of taking land farther out that has not been.
13	it uses existing road way, less impact
14	Proximity to town
15	Not sure.
16	The distance is acceptable. It also connects with other segments that are acceptable.
17	Less costly than other routes.
18	Utilizing existing right of way would decrease the cost; might be useful as a secondary bypass route to consider.
19	Already in a commercial area
20	It's likely the least costly

21	shortest route so probably least expensive to build
22	Closer to town.
23	Neutral
24	Utilizes the shortest route
25	nothing
26	I like that it's part of the closest alternative, and although land will be a little more expensive, it's significantly shorter than many of the other choices. It also will be a great alternative for locals to use to bypass downtown, and offer development opportunities closer to town, including more affordable housing and it will also be more attractive as a bypass given that it's not several miles out of the way. This will leave downtown with even less non economically beneficial travelers. In turn this will enhance the experience of people downtown, even more than an extremely long route than only the biggest of trucks will find appealing. Who with a smaller truck just passing through Fredericksburg would want to take a 20 mile detour?
27	Most direct
28	better route.fewer properties
29	best option. good location. least cost.
30	least cost
31	Absolutely nothing!!
32	Segment 12 is the better choice out of the option because it is less invasive to peoples property and would be placed in an already commercialized area. This route would not only cost less but would be better for the town because it would still allow people to drive by the town.
33	Acceptable distance around town.
34	I would be ok with it.
35	Shortest
36	Limited mileage. Straight shot to Hwy 290
37	Close to already existing light light & noise pollution
38	makes more sense that anything else
39	Shorter and not as invasive to personal properties. But it is still going thru new developments and private properties
40	shorter route - costs would be less
41	The shortest
42	Cheapest
43	would loop around town without so much extra mileage
44	This makes sense to me without destroying peoples property as it follows closer to existing roads if I am reading map right
45	distance
46	Nothing.
47	Best one yet. It includes existing roadways which were the intent in the first place.
48	Closer in, efficient route
49	Shortest route
50	Follws along already recently developed traffic route, is shorhter and less costly.
51	Minimal length/cost
52	Close to town to provide relief for downtown and also to be helpful to local residents
53	If Friendship Lane is totally off the books, this to me is the next best route. Short enough that people will use it. More open land.
54	It keeps auto and truck traffic closer the city center. It limits the impact that trucks and autos can have on wildlife. It concentrates sources of pollutants.
55	use of existing roads
56	see reply to 31
57	dont like

58	ties in to Friendship Lane
59	Shorter loop; closer to town; most likely to get used
60	Shorter loop most likely to get used by large trucks.
61	Nothing
62	shortest and most logical path for "relief"
63	I don't like anything about the Gray Segment.
64	nothing
65	not much
66	Short route so less expensive.
67	no opinion
68	Nothing.
69	Good short route and good place to merge with 290E
70	shortest route so least amount of money spent
71	No opinion
72	I like because it is shorter
73	It causes less disruption than other possibilities proposed.
74	I like it because it is the closest to town.
75	nothing
76	It also seems fine.
77	not to long
78	It connects to route 11 which I do like. Again it is the shortest route. Routes 11 & 12 provide easy access to town for deliveries. Quicker access for law enforcement and EMS to major highways.
79	away from family farms and countryside so as not to ruin our rural peace and quiet
80	SHort path, lower cost to implement
81	short
82	Close to town. Less extra distance traveled will mean more people will use it, providing the best reduction of traffic through town. Less road means cost and time to impelement will be least. Also is the least-invasive solution, as the negative impact of building it falls more on those in and close to town - those who will benefit, and those who chose to live in/near town and deal with roads/traffic, as opposed to those who chose to live far out of town so as not to have such things nearby
83	NOT SO FAR OUT - COST
84	Better than most of the routes
85	NOTHING!
86	NOTHING!
87	Nothing
88	NOTHING
89	It stays close to town
90	erfect! Short and sweet, and efficiently reroutes traffic near town.
91	Shortest..doesn't take as much land
92	shortest
93	Very cost effective and the city would maintain control of what kind of development happens along the route.
94	Close to town
95	would lead to least amount of ROW obtained
96	Don't like it
97	where it is in the city limits - all of the road should be in the city limits!
98	I love this one it is in the most ideal location
99	These options are too close to town & will just cause more traffic congestion. It will create too many intersections and will affect too many people who already live nearby.
100	Absolutely nothing

101	Shorter
102	Nothing
103	Shortest route. Far from the sensitive Pedernales.
104	Closest to town, with substantial property already acquired, & much infrastructure already constructed.
105	no opinion
106	The shortest route is best. It will minimize cost and environmental impact, encourage Fredericksburg to remain compact rather than sprawl, and it the most cost effective option. It's also short enough that trucks will actually utilize it.
107	NOTHING. IT IS INSANITY.
108	Absolutely nothing!!
109	Nothing
110	Nothing
111	Nothing
112	Nothing
113	Closer to town
114	Nothing
115	NOTHING
116	absolutely nothing
117	Closest to town, shortest route
118	better use of land
119	Still allows businesses to get traffic
120	n/a
121	Not much. However, I want to know why we do not use Friendship Ln., which is already established as a bypass route.
122	Nothing
123	minimizes destruction of open pastoral land
124	Short and closer to town.
125	Shortest route
126	Makes more sense
127	Shortest route, probably cheapest to build, and probably impacts the least number of people
128	Straight shot, seems to use existing easement(s).
129	If this is following friendship I like it
130	nothing
131	Perfect route
132	nothing
133	Nothing
134	Nothing
135	Nothing
136	Shortest route
137	Some ROW and road already in place
138	nothing
139	Same
140	Close to town. Short route. Minimal impact.
141	nothing
142	shortest route so probably least expensive to build
143	Nothing
144	This appears to be near Friendship Lane in Fredericksburg, if I am viewing this correctly this would be a useful location. There is already a new large road that is equipt to loop large vehicles around town without going directly through high foot-traffic areas. This spits the

	trucks out directly at HWY 16, 290, and 87. The use of this existing construction save time and money.
145	Use of existing road, closeness
146	To close to town
147	Unknown
148	nothing
149	Nothing
150	Nothing
151	close to town
152	entrance point at 290E, feeds into pink segment, skirts areas that are already commercially developed
153	Nothing
154	Nothing
155	Utilizes existing ROW along Friendship Ln.
156	Nothing
157	Nothing
158	nothing
159	closer to town, uses existing roads,
160	close to town
161	Not my favorite route
162	if this follows friendship lane, I favor using this existing right of way
163	nothing!!
164	nothing
165	nothing
166	nothing
167	What is there to like?
168	short
169	It is my favorite. It take less land.
170	shortest route, almost as good as using friendship lane
171	Good distance from town without ruining landscape around town uses existing roadways
172	Nothing at all!
173	Nothing at all!
174	Absolutely nothing!!
175	Nothing
176	Nothing

**What don't you like about Gray Segment (Segment 12)?**

1	Potential of not being able to acquire some of the right of way needed.
2	nothing
3	Nothing
4	See response to 11.
5	I don't like any of the routes--leave 290 alone
6	may not accommodate future city growth
7	Nothing
8	not far enough out to divert traffic from wineries
9	It is a little close to town but still alleviates traffic issues
10	Too close to existing residential areas.
11	Proximity to town and development
12	It may just be close enough to town and already developed out some that it can't handle higher speeds, but it may not need to.

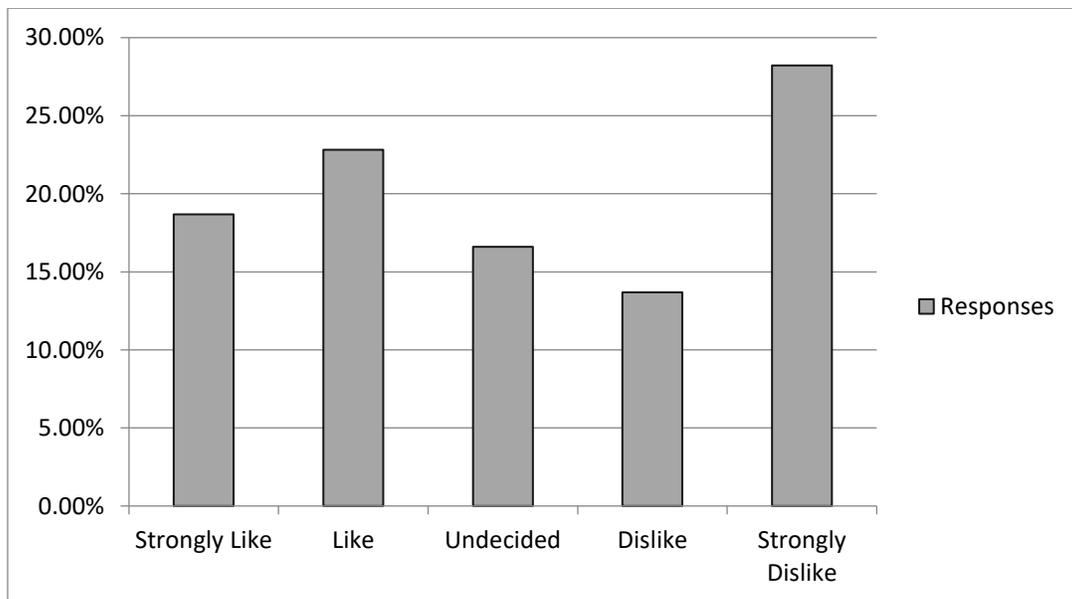
13	no opinion
14	Neutral
15	nothing
16	too close to town to relieve congestion
17	N/A
18	Close in
19	is ok
20	nothing
21	appear to go thru some developed areas
22	Goes thru my other bedroom!!!
23	Nothing is wrong with it
24	Just like every suggested route, it will be confiscating personal property for little or no just reason.
25	Again, property.
26	Cuts across RV resort.
27	Ok
28	Getting too close to city limits, no room for growth, affecting large amount of commercial
29	still unnecessary to build to TxDot specifications with underutilized Friendship Lane so close
30	Still going thru developments and private properties
31	nothing
32	Too close of an intersection with Tivydale Rd.
33	It does not use existing route options. Which are missing on this whole map. Why is the route using Friendship Lane, Tivydale, Upper Live Oak with new right of way from 290 to 87 the route. There are places where the road way will require additional right of way but at only a fraction of the cost of any of the routes in the proposal.
34	This is too close to downtown
35	it seems like you could use Friendship to accomplish this instead of creating a whole new stretch of road
36	Impacts too many houses.
37	cost
38	Too close to town. Passes close to Heritage school and through several homes and businesses.
39	Landowner/business impact
40	No objections
41	Nothing
42	A bit close to town
43	Still like Friendship Lane better.
44	Again, I don't think any highway is needed.
45	don't know
46	see reply to 32
47	Too close to areas available for near future development.
48	too close to town
49	Not much room for future growth of City.
50	Limits city growth in the future
51	Everything
52	some business and residential displacement
53	It is extremely close to my property and begins right over my brother's house. Also it is too close to town, making the way for another relief route in future years.
54	everything
55	too close in
56	western portion of the route feeds undesirable routes.
57	no opinion

58	Would contribute to congestion this close to town.
59	nothing
60	connects to Segment 11 which seems to be residential
61	No opinion
62	nothing
63	everything
64	No problem.
65	may be in impact zone to limit future growth
66	No opinion
67	not sure
68	Creates weird impact to tivydale/16 intersection.
69	requires a tie in to other segments that affect too many businesses
70	-
71	Goes through residential areas
72	TOO CLOSE IN; NO RELIEF FOR TRAFFIC ON ANY END OF THIS ROUTE & ITS LINKED SEGMENTS #9 OR 11
73	TOO CLOSE IN; NO RELIEF FOR TRAFFIC ON ANY END OF THIS ROUTE & ITS LINKED SEGMENTS #9 OR 11
74	It exists
75	LOCATION
76	The way it intersects with 290 east of town. Too congested.
77	It's perfect!
78	This also will not accomplish a relief for the future.
79	I don't know
80	The impact it has on the families in the area.
81	Not enough room for growth
82	people's property and land would be ruined and destroyed
83	Don't bring the noise of town out to the peaceful areas and take away land that has been in some families for generations
84	no opinion
85	It is great gray segment is the best option
86	These options are too close to town & will just cause more traffic congestion. It will create too many intersections and will affect too many people who already live nearby.
87	Everything it is too close to the school, hospital and neighborhoods existing homes and businesses, it defeats the purpose of planning ahead, etc
88	Too close to town. Will be very close to neighborhoods.
89	I dislike nothing about the Gray Segment, & heartily endorse its utilization.
90	no opinion
91	It is WAY too close to peoples homes and businesses. It appears to cut directly through people's homes. This is a terrible spot for a giant highway route. No.
92	Crosses developed areas
93	We'll lose that small town charm, too close to town,
94	Way too close to town. No room for growth and will still have lots of traffic in town
95	Way too close to town -defeats the purpose of the bypass
96	Destruction of developments properties and established properties
97	Too close to town, homes & businesses
98	Too close to the city. Would be more effective to bypass the city to the north and east.
99	Too close to town. Defeats the point of having a 400' ROW hwy loop. Getting too close to town. Eliminates clear separation btn town roads and hwy. allows for less in-town (inside loop) growth. Impedes on uniqueness of town culture.
100	it's in town and very close to the high school that's crazy
101	divides home properties

102	n/a
103	It seems to cross some very costly, developed or planned areas.
104	Too close to city
105	Don't know
106	Not too bad
107	No opinion
108	Looks like it would complicate the 16/Friendship Lane intersection.
109	not enough
110	this route would not provide relief
111	Perfect route
112	not necessary if segment one is used. too close to town and busy cross traffic
113	Too close to town
114	Destroys valuable property
115	Unsure
116	My be to close to town
117	doesn't solve anything
118	Same I need more info
119	Could be closer in to town.
120	proximity to town
121	no opinion
122	Incomplete route
123	N/A
124	It's empties out onto 290 West too close to town and also encounters too many homes and businesses
125	homes along Friendship and other areas
126	To close to town
127	Doesn't appear to improve much
128	way too close to town
129	Terrible tie in with Kerr road. Lots of pretty houses and neighborhoods would be disrupted. Lots of kids playing on those roads.
130	Too close to town
131	Too close
132	not a full route around town
133	Way to close to town!
134	Too close to town
135	Too close to town
136	Would require reconstruction of Friendship Ln.
137	Too close to both residential development and businesses
138	Too close to both residential development and businesses
139	starts cutting too close to downtown.
140	Too close in.
141	nothing
142	Too close to town.
143	Not my favorite route
144	It would not disrupt peoples private property and homes
145	way too close to town, impacts too many homes!!
146	it doesn't help the problem. Close to town
147	too close
148	getting too close to center of town
149	The on/off ramps for 87, 16 and 290 makes this segment unusable IMHO
150	residential areas
151	I think we should adjust Friendship Lane to work.

152	could be shorter.
153	Nothing - it appears to be the best solution
154	This segment does a disservice to planning a workable truck route around the town... it's really too close in and encroaches on our town's feel and businesses!
155	This segment does a disservice to planning a workable truck route around the town... it's really too close in and encroaches on our town's feel and businesses!
156	Too close and within the city; Uses Friendship; noise
157	Disrupts to neighborhoods, and is too close into town to provide effective relief when completed, as well as over time.
158	Too close to residential and commercial property

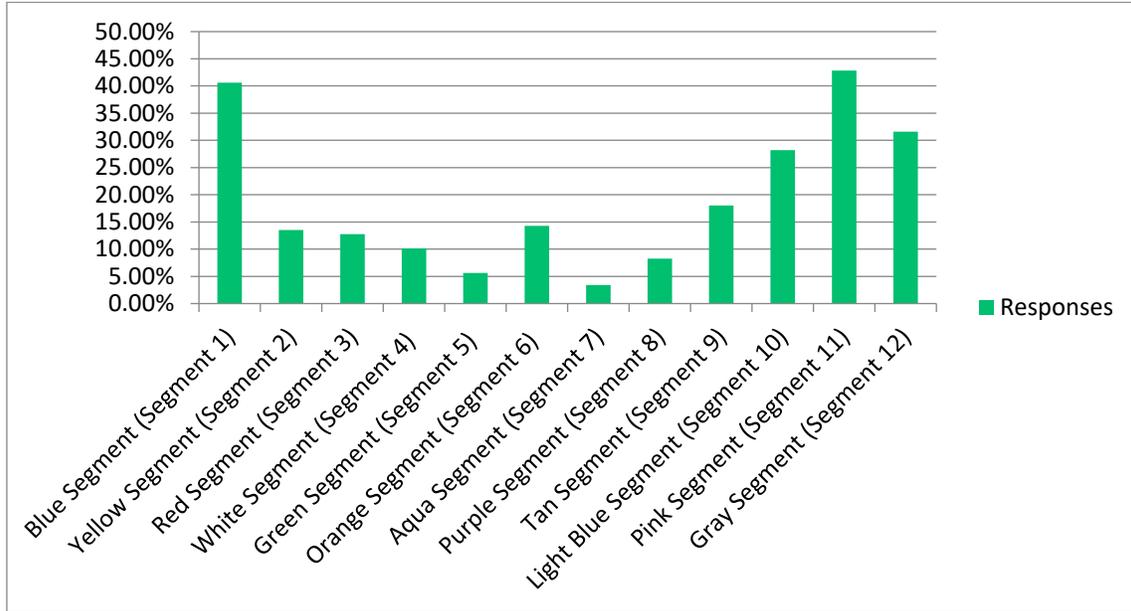
**How would you rate Gray Segment (Segment 12)?**



- Strongly Like: 18.67%
- Like: 22.82%
- Undecided: 16.60%
- Dislike: 13.69%

- Strongly Dislike: 28.22%

**Using the segment numbers, please identify the combination of segments that you prefer to create an end-to-end route between US 87 (north of Fredericksburg) and US 290 (east of Fredericksburg).**



Blue Segment (Segment 1)	40.60%	108
Yellow Segment (Segment 2)	13.53%	36
Red Segment (Segment 3)	12.78%	34
White Segment (Segment 4)	10.15%	27
Green Segment (Segment 5)	5.64%	15
Orange Segment (Segment 6)	14.29%	38
Aqua Segment (Segment 7)	3.38%	9
Purple Segment (Segment 8)	8.27%	22
Tan Segment (Segment 9)	18.05%	48
Light Blue Segment (Segment 10)	28.20%	75
Pink Segment (Segment 11)	42.86%	114
Gray Segment (Segment 12)	31.58%	84

**Additional Comments (please use this space to provide any comments/clarification regarding your preferred route)**

1	Would rather have existing roads expanded close to town away from waterways
2	The City of Fredericksburg should not transfer their traffic issues (caused primarily by tourism) to those who have elected to live in the quiet rural areas of the county. The preferred route should be in close proximity to Fredericksburg, such as Routes 11 & 12, or better yet Friendship Lane, Tivydale Road, Kerr Road and Route 11.
3	Keep cost as low as possible
4	Less costly, shortest route. Save the taxpayers some money.
5	Due to the length of time that this project has been considered (or talked about)...since 1970, costs have continued to increase and the city and county have continued to expand. City and county need to make a dedicated effort with TX DOT to decide on a reasonable and cost-effective route and make decisions before too much more time passes. However, attention and respect needs to be paid to the Heritage family and Heritage family properties as these families have made Fredericksburg and Gillespie County what it is today. Fredericksburg has an enduring German Heritage and WILLKOMMEN spirit that has made the region an inviting and friendly place to live and work. Thank you for allowing our family to provide input in this process.
6	Who is behind this? why is a loop needed?
7	This is a poorly designed survey. Not enough information.
8	Segment 1 has the least impact and allows growth within the "loop."
9	If something is too long, people will not use it
10	Shortest and less intrusive to Texas Wide Open Land Act & to ranchers
11	Without a better idea of housing/business that is currently being inhabited, I would say that either the grey segment tying into the pink segment or the blue segment tying into the pink segment, look to be good use of existing roadways, far enough out town to cure the problem of large trucks traveling on Main St. and minimal disruption to the Gillespie County quality of life. Caveat: I would like to do more research on the other segments and their potential to use existing roadways in order to minimize the disruption of quality of life in the county.
12	If the purpose of this route is to ease traffic in town, it just seems unfair that established farms are having to give up their land (family/historical) outside of town to accommodate a situation that is occurring in town. Also, don't understand why it's necessary to develop a premier route which takes up so much land. It does not have to be a 70 mph route or 400 feet wide. Pretty sure the truckers would be happy with a 50-60 mph route which avoids the 30 mph route, tight corners and multiple traffic lights found in town. Fredericksburg is known to have made wise decisions in the past regarding care of their heritage/citizens. Praying that the current leaders continue this trend.
13	9 and 10 are good as well.
14	Need to use Friendship Blvd., it is my understanding that is what it was developed for. The traffic currently is light and could accommodate the bypass traffic. These proposed routes are way too expensive and for the land owners a total nightmare.
15	9 and 10 are close enough to town to alleviate traffic but yet still contribute to those who wish to stop either in town or at the airport
16	This is the shortest route and would cost the least. Why can't Friendship road be used? This was the original intent when it was constructed. It could join with Tivydale and Live Oak to form a loop. Has anyone looked at the north side of town?
17	Any combination of 9,10,11 & 12 would be acceptable. (9&10, 9&12, 11&10, 11&12). The outer route options would be too long and too costly to build requiring bridges to be built over Pedernales River and various creeks. There would also be too many landowners to negotiate with. Question: It is striking from the map that all the proposed route options go

	around on the south side of town. Why are there no proposed route options that go around on the north side of Fredericksburg?
18	Against segment 5 and segment 8
19	Segments 6 and 8 combined are a balance between far enough away from the downtown area and shorter than other routes which serves to lessen environmental, landowner and cost impacts.
20	My name is Herbert Schmidt. I live at the end of Boos Lane. From what I can tell, one of the proposed route locations would come through my house or extremely close to my house. I am 90 years old and my wife is a semi-invalid of 88 years of age. We have lived in our home for over 25 years. Moving at this stage of our live would be an extreme hardship for us. If at all possible we would request that the relief route not go through our property. Thank you for your time. Herbert Schmidt
21	There needs to be a compromise between what is feasible and what is preferred. If we want to be able to encourage trucks to utilize the bypass route it must be reasonable from a time perspective. In addition, it must be cost effective to enable TX DOT to be able to obtain funding for the project. Alternate routes would be a combination of Segments #6 and #8 or combination of Segments #6, #5, and #7.
22	My family and surrounding areas prefer that you DO NOT go with routes 1,2,3,4
23	either an 11/12 combo or a 10/11 combo.
24	this route minimizes the impact to residential neighborhoods by a route that crosses mostly farm and ranch land and county owned properties
25	Please use commercial properties and stay away from historical family homesteads.
26	Shortest route and utilizes current roadways.
27	segments 1 and 3 provides the longest route. However, compared to the other alternatives these two routes could potentially be condensed to utilize existing highway 16, tying together at the end of the proposed route. I am opposed to having to take any more land than absolutely necessary from private landowners.
28	It is important to assess the potential economic impact of any route given the proximity to town. Who will use it? Will it be fully utilized? Could it provide additional benefits? A highway too far away from the city tends to be forgotten and under utilized. Only the largest trucks will use it given the inconvenience of a nearly 20 mile detour. Not to mention as the length of the route increases, the time it will take to procure the land increases and the number of geographical issues also increase (trees, hills, creeks). Longer routes increase time to develop and raise the cost. A shorter route, closer to downtown could provide economic benefit which would be an attractive alternative to new businesses and potential housing developments that have access to major highways.
29	the further away from Highway 16 on Tivydale road will impact rural properties. Drastically reducing the quality of life for people who have farms and homes meant to be rural.
30	great location. least expensive for us taxpayers. ruins fewer farms, ranches, homes.
31	i do not understand why the segment do not spit at 290 west so that there is some benefit from one segment.
32	Reasonable distance from town. Don't need freeway type loop. Keep it simple. 4 lane with turn lanes is adequate. No need for 400 ft. ROW
33	The preferred route I would like is segment 11 and 12. The reason being that it is the least invasive option offered. You are planning to cause irreparable damage to peoples property that has a lasting effect, and this option is the less damaging. This route would pass through already commercialized areas and would still allow access to individuals within the county. As well with this route, it would cost less as well as have a faster construction time frame because of its distance. Please do not choose any other route than this.
34	Any combination of the 4 segments 9, 10, 11, 12 would provide the most flexibility, the shortest route, and thus the least expensive to build: 9&10, 11&12, 9&12, 11&10. In addition, these shorter routes would not have to be built over a river, which would involve a major construction cost. Also fewer land owners would likely be involved, so fewer land

	purchase negotiations needed. The outer routes (1&3) would be way too long and too costly to build and would require bridges to be built over the Pedernales River and Live Oak Creek.
35	We are not very happy about losing our property for the benefit of the Chamber of Commerce and the city we do not reside in!
36	I prefer the shorter routes, as much out of the flood plain as possible and out of subdivisions.
37	Eliminate high cost of numerous bridges and getting close to the river and destroying farm, ranch land and getting so far out from the town that it would actually keep people away..
38	Approx. 13 miles long (Shorter than 1 & 3), very little housing and commercial affected
39	After studying all the routes and driving Friendship Lane repeatedly over the last two weeks, I'm convinced that anything that would have to be built to the specifications that TxDot requires is "over-kill"
40	I don't prefer any of these routes! My preference would be to use Friendship Lane and tie it back like we were initially going to do! The people that moved to this community moved here to get away from this sort of thing!! We are only going to bring in bigger problems and make a mockery of the German heritage of this town. The community has worked hard to keep Fredericksburg the community it is with all the beautiful land and quaint town. We don't need an interstate running through anyone's properties!! Please consider what makes Fredericksburg the town it is!!
41	If the objective is to remove the trucks off of main street and to remove the danger of spillage of hazardous materials due to an accident it would behoove the powers that be to move the route as far away from current population and the rivers as possible. Any runoff of hazardous materials in a route closer to town would have a detrimental effect on the environment. The runoff would seep into the creeks and rivers and be carried into the water supply not only for Fredericksburg but also for the water supply for areas downstream. It appears that there might be fewer citizens impacted by moving the bypass route past the more densely populated areas closer to town. Persons with property closer into town would have the increased inconvenience of not being able to easily access their property because there would be no exit or access along the way. Segment 1 would truly be a "fast" bypass with limited entrance and exits available.
42	this would be a shorter route with overall more economical because of the price of land. financial burden would be less
43	This seems to be the straightest path to build along, with not many curves in the road. It will also connect to an existing road connecting Tivydale to HWY 16.
44	They are all poor choices that waste our money. None of them use existing route options. Which are missing on this whole map. Why is the route using Friendship Lane, Tivydale, Upper Live Oak with new right of way from 290 to 87 the route. There are places where the road way will require additional right of way but at only a fraction of the cost of any of the routes in the proposal.
45	This would be accessible by locals and those who do not want to travel through our downtown.
46	I feel that this route allows room for Fredericksburg to grow but is not excessively long. A shorter route will be more convenient for drivers and therefore more likely to be used. In addition, a shorter route should be less costly to build. Route 10-9 also appears to be a good option for the same reasons.
47	The closer to town the better. If you could use Friendship Lane, then it seems like you could keep costs down for this stretch of road. The outer routes (1 - 8) go unreasonably far out of town and don't make any sense from a cost to build standpoint as well as the added mileage for drivers standpoint.
48	While I agree that the bypass needs to happen it is very sad that so many of these routes will uproot and destroy people's property. Please DO NOT DO 1, 3, 5 with any of their

	connections if they have to connect. I am very against this. I have paid a lot of money to live here and I deserve to be able to stay!
49	The key is to minimize the human and financial impact of people's homes being affected, although it will impact a number of ranches.
50	I think selected route is a good location because it provides a cost effective distance without encroaching on the more populated areas of the city. It also routes through flatter terrain allowing for less construction cost.
51	Routes 1, 3 and 5 gravely affect the our neighbors and would destroy all that we have worked for to provide for our families' future.
52	Closer to town, minimize impact to homes, businesses, and trees, utilize existing roadway where possible
53	We should use the pink, tan or grey south to FM 2093 and go across on Friendship lane to 87 and 290.
54	cost would be less .
55	Least intrusive and least expensive because they are the shortest routes
56	There simple is no reason to build a relief route over 19 miles long that would destroy the value of countless homes and deface more of our precious hill country around Fredericksburg when several other routes exist that can be built through already commercially developed land and areas already affected by high power transmission lines. If a relief route is really needed do so with affecting so many land owners and at cost reasonable to taxpayers of Texas. Please put your feet on the land of those of us that have poured our lives into this land and in the case of my family that spans six generations. If this is really needed make it so in the areas already affected by development rather than destroying more of what makes our community special; the generations of people who built it and the land they have fought for generations to preserve.
57	Routes outside of the original study area should not be considered. Routes that fail your goals should not be considered. Cost should be minimized. The 3-lane TXDOT roadway plan is a recipe for congestion of normal traffic, not to mention trucks! It is totally unfair to move a traffic problem out to folks that chose to give up city amenities to avoid those same traffic problems by acquiring land in quiet rural areas . This information represents the input from two property owners.
58	Would it be cheaper to build a 24 hour weigh station west of town on 87 and 290? Trucks won't come through here if one exists
59	I believe that a six lane, 70 mile per hr. bypass route is just plain overkill for Fredericksburg. Kerrville is much bigger and has made Holdsworth a beautiful bypass (4 lanes, with a median turn lane), along with Hwy. 534 on the east side of town. We don't need a 70 mph bypass. Make a 4 lane road, with median, and a 55 mph speed limit. Right now, Friendship Lane should be at least 45mph, if not 50mph. Hwy. 16 is 45mph in front of the hospital, in town! Best bet is to widen Friendship Lane with a median and continue onto 87N.
60	Pushing a highway far out of the city center makes no sense. It should be the goal of TXDOT to concentrate auto traffic to the city center so you limit the degree to which road construction and auto and truck use disrupts land and wildlife. By building a segment closer to the city center, you ultimately break up less land and disrupt less families. In my opinion traffic through the city center is not that bad, and building a highway to take trucks off mainstreet so you appease a few landowners is unfair and unjust.
61	distance, cost and number of home affected will need to be considered.
62	repeating, presents less impact upon existing homes and residential communities. Long term it allows expansion of Fredericksburg and it etj.
63	Cheapest route. County should largely stay out of this mess.
64	It appears that it would be most beneficial to tie in to Friendship Lane; however it is preferred that no homesteads or family lands would be affected by a project catering only to tourism.

65	This route seems to be more of a middle ground between all the options. Not too far from town but far enough from town to be a distraction. Plus it looks like it doesn't go through where there are already established homes and businesses.
66	This route seems to be more of a middle ground between all the options. Not too far from town but far enough from town to be a distraction. Plus it looks like it doesn't go through where there are already established homes and businesses.
67	This combo seems to be the most feasible by far as a compromise between total distance of loop (cost), avoiding environmental issues, and room for future growth of the City of Fredericksburg.
68	Just far enough out, but not too far; least negative impact on sensitive environmental areas
69	11+12 are shortest and will provide the "relief" needed. 9+10 will also work. Anything further out is not necessary for the "relief" needed and would cost more and take longer to complete.
70	Segment 2,4 and 3 is my chosen route. It is far enough away from town to avoid having to do another bypass in the future if it were situated closer to town as some of the routes that are suggested. I just would like the route to end further out such as where the Blue Segment ends.
71	we need it
72	Again, this is a city problem and the solution should NOT be pushed onto the backs of the county residents.
73	First choice is #1 and second is a combination of #3, #4 and #2.
74	Seems like a good short route which won't be so costly with limited creek and river crossings.
75	I want the route that does not destroy ANY existing housing and/or neighborhoods. It should also be the shortest, least expensive route. The use of Friendship Ln with parts of 10 & 11 seems to be the smartest, cheapest choice.
76	Start Route 10 at Friendship Lane (existing re-route) and connect with Route 11
77	Keep it short please. As I stated previously, this whole expensive undertaking might be able to be addressed by trying to find a way to get parked cars off of Main Street instead of diverting through traffic around it. If we actually could use the 2 eastbound and 2 westbound lanes on Main traffic flow would go much more smoothly with much less expense and disruption to local citizens than will be caused by the building of a "relief route."
78	I like the routes that are closest to town and farthest from town.
79	Don't like any of them!
80	Please do no disrupt anyone's current vineyards and farmland.
81	Our first choice is 11 & 12. Our second choice is 11 & 10. Our third choice is 1.
82	Shortest route; keeps traffic noise and pollution out of the clean and peaceful Hill Country rural areas
83	Pink and Gray look to be the shortest (lowest cost), and thus least impact to owners
84	Segments #8 and #6 I feel offer the best alternatives. This combination stays just far enough out of town and avoids most of the businesses and tracks through the hills along the high power lines thus offering options.
85	Shortest route means easier access for those in town. It also means more through traffic will utilize this route instead still going through town to avoid a long detour. It will also cost least in money and time due to being shorter. It is also the fairest and least invasive/burdensome on citizens, as the burdens are on those in/near town - those who will benefit, instead of ruining the property of those who will not. The burden is also on those who chose to live in/near town, to accept traffic/noise/roads/etc, instead of those who chose to live farther out deliberately to avoid such things. In the same vein, it will also devalue individual property less - a larger road near a town property will have less impact than a new, large road in a perviously rural area. The second would nearly destroy the monetary and personal value of any property near it.

86	Cost effective but allows for future growth.
87	I don't think these routes have been studied enough. Why would you even submit a route that cuts a neighborhood in half? Please put more thought into how these routes effect the city other than Main Street!
88	The routes I identified was the routes that have least subdivisions on them - on Route 4, 7, and 8 there are many houses that the route directly goes over. And on route 4 there is an entire homestead that will be directly in the path. (3 barns, grain silo, well, and house)
89	No route is going to work. Too many peoperties to distroy at this point. Easiest fix... lower & enforce the speed limits going down Main St.
90	ONLY LIKE #1 BLUE SEGMENT; Blue #1 farthest out; least amount of disruption; allows for future growth and geographically it looks workable, cost may be less if you do it now, before prices go up again!
91	only #1; none of the others will provide a true relief route for future growth; this one has the least disruption to MANY established homes, businesses, neighborhoods
92	I prefer none. I am against this route altogether.
93	Prefer 11 given only these choices
94	The attractive quality of the Fredericksburg area is a thriving small town in close proximity to a natural unspoiled countryside. Extending the route outward in segments 1, 2, 3, 4, 5, 6, 7 and 8 will encourage urban sprawl and destroy the attractive character of the area. The route should be close to town in Industrial and commercial areas.
95	Don't push the city's problems out into the country. This congestion should not effect the wildlife further out, or the people like us who chose to move out there to get away from the congestion in the first place. You will ruin property values and turn Fredericksburg's charming surroundings into another suburban hell if the bypass is moved as far out as Segment 1.
96	I strongly disagree with this project. There is a heritage here that does not relate to " Main Street." The land and local resources are far more valuable than tourism.
97	I strongly disagree with this project. There is a heritage here that does not relate to " Main Street." The land and local resources are far more valuable than tourism.
98	shorter route destroying less property
99	Make no mistake the larger we make this route the more we open up our community for massive growth and development. This would not be in the best interest of this town or our beloved hill county.
100	Leave the traffic in town
101	this road should be in the city limits of fredericksburg as much as possible and stay away from established residential neighborhoods in the county
102	This route is not a necessity and will deviate more lives then we will know. I would not vote for this plan.
103	In the future, this will be that route that "we should have selected."
104	I certainly hope that planning ahead for future growth is a priority and existing homes and business will not be affected
105	We should be trying to preserve the undeveloped land around fredericksburg and help keep it a small town. Many families have passed down their land, and they move out of town to get away from what you are thinking about putting in their pasture.
106	Blue route is the most unintrusive on personal properies and gets traffic out of town the most
107	Either use Segment 1 which is the least disruptive, further from the Pedernales and allows for future growth OR used Segments 12 and 9, which is the shortest, cheapest, will be used the most, is furthest from the Pedernales, but might be the most disruptive.
108	In addition to simply removing truck traffic from downtown Fredericksburg, the logically most important issues of relevance are cost efficiency & motivation for usage of the bypass. Since there are no operating freeways in Gillespie County, no such similar design for a bypass is justifiable. The closer in to town that the bypass becomes situated, the more that

	truckers will be inclined to utilize it. The obviously most appropriate route is Friendship Lane, where property has already been acquired, & infrastructure is to a large degree already constructed. Its present design of an esplanaded arrangement of two double-lane roadways is perfect for a bypass, & in concert with the design of bypasses constructed in other locations around the state.
109	The shortest route is best. It will minimize cost and environmental impact, encourage Frederickburg to remain compact rather than sprawl, and it the most cost effective option. It's also short enough that trucks will actually utilize it.
110	Segment one stays well away from developed areas, so the town can continue to expand without running up against the relief route. There are plenty of intersections with major roads such as Highways 16 and 87 that will allow traffic from town to travel to the relief route in an efficient manner.
111	I understand the need to do an additional route, but a lot of this land has been handed down by our ancestors that settled this land and no amount of money can ever replace our heritage
112	None of the above I am totally against this!! There is no reason friendship road could not be used. There is no promise that the trucks would even use the bypass. Is it optional?
113	This would run along existing roads and create the least impact.
114	Avoid dividing existing wineries
115	i hope in calculating the comments that it is noted that the blue segment is the only segment that stands alone as a complete route. In counting the votes for and against, it is not fair to compare segmented option votes, which will be split between options, to votes for the blue segment. The segmented option votes need to be double counted on each complete route to make this a fair process.
116	A more effective loop would be on the north and east side. Would spur growth in a direction with less development.
117	The purpose of a 400' ROW Loop with on/off ramp access only is to provide hwy access around town...to improve safety, congestion, etc in town. It is to separate town and hwy/truck traffic. That purpose is not achieved with a proximity that comingles town use and hwy use. A route too close to town will impede town traffic, interfere with town culture, pollute town atmosphere given highway noise, interfere with planned town land use, and prevents/restricts appropriate and thoughtful town and rural growth and planning. The Relief Route is needed imo. But it should be sufficiently outside of town as to not interfere with current town culture and growth and to allow for appropriate future growth.
118	The relief route needs to be as far from town as possible or it will not do the job
119	keep it outside established denser development
120	Least disturbing to prior establishment & environment, new opportunities still can be created.
121	Keep the route short!
122	These allow for local businesses to get traffic & they allow for community growth.
123	farthest from the city; does not divide 1851 Vineyards
124	From a long-term growth standpoint, Segment 1 makes the most sense. This will encourage growth further out as well as expansion from the center of town. This seems most beneficial for the town and it's residents.
125	However, I would greatly prefer a route that made use of Friendship Ln. as the southern segment.
126	Away from city
127	Keeping this new route as close to already developed land seems most logical and least invasive.
128	I favor a route that does not disrupt established neighborhoods and force people out of their homes.
129	These appear to be more in the farmlands rather than residential neighborhoods.

130	We should focus on route that is the least impactful on residents along with being the least costly. I also think we should quit relying on Tex Dot to determine the type of a relief road and focus on what is good for our community. The only benefit of a 70mph limited access highway will be to get trucks off of Main Street. However, it will come with a major cost to our local taxpayers while disrupting many residents and properties. If we focused on a close in 45mph relief route we could still get trucks off of Main Street, but at a much less cost to taxpayers and it will be far less disruptive to our residents. Moreover, such a route would help mobility in our community, which a limited access 70mph road will not do.
131	This seems to offer an uncomplicated bypass route far enough out from town to not hamper the town growing.
132	Spent 30 years IN Houston,Texas witness to what relief/toll roads can provide, been in/around FBG for about ten years, last stop on map for us, we enjoy small town/ole town atmosphere, must protect/preserve that unique quality, large, passing thru commerical vehicle and many passing thru passenger vehicle are HUGE problems most weekends and many holidays, dangerous mix for such traffic when combined with our everyday drive around over 65 folk here, and as 281 & 290 become more travelled the more safety/traffic problems for us in FBG. So start route far east and end far west. Thank You for asking, Jack H. Schumacher 830-613-0945.
133	9&10, 11&12. The further out you go the more invasive this will be and the more properties/livelihoods you're going to diminish or even ruin.
134	I strongly believe this route will provide more long term relief
135	The routes I choose dont cut into a historic family vineyard
136	Route 5 & 8 are terrible as it cuts through a business we've been busting our rears helping to create. Family run business and historical land. Need to remove those routes
137	If we going to do it, push it out and leave room to grow.
138	doesnt distrup a growing business. and more open space.
139	far enough outside of town so speed limits can be higher and easier for oversized loads to maneuver
140	Blue 1
141	The best route is to tunnel under main street. No property acquisition required. We already have the right of way and no valuable property is damaged!
142	I like #1 the best, being the furthest out, but to shorten the route a bit, chose the ones above. Routes farther out will mean fewer homes impacted by loss of actual home and loss of value and enjoyment for nearby property owners.
143	Cost and time to build it. If the City of Fredericksburg whats the Highway why should the people in the rural area take the hot and impact their homes and property.
144	The only feasible solution that keeps Fredericksburg a picturesque place to live and continue to attract visitors.
145	Confusing presentation, much the same quality as the first presentation. lack of clarity.
146	Short. Close to town. Least impact on neighborhoods and open spaces.
147	Why are we building a loop 50 years too late? Can we use existing infrastructure to widen roads instead of ruining homesteads? Can we divert to existing major highways (I10)? Can we build parking lots and widen Main street to 6 lanes? Why are we only considering south of town? This forum is a threat to all landowners in Gillespie County. Where is the button to vote for no loop if these are the choices?
148	Want to keep this truck route as far from populated communities and children for safety reasons and to continue making neighborhoods our places of comfort.
149	Minimizes the impact to residential neighborhoods by a route that crosses mostly farm/ranch land and county owned properties while providing very good access to the fairgrounds, airport, and hospital.
150	Need to pick the route closest to town. Also, property values of potential vineyard property in the Blue Segment and potential residential development value is very high. It would be cheaper for TexDot to do a shorter route with less property and roadbuilding expenses

	required. Property closer to town not really more expensive than this valuable ranchland, when one considers the amount required is less and the road costs would be less. Also, many families, like my family, have been ranching this same property for over 160 years. Historical family ranches are in jeopardy. Lastly, because of the land values, these landowners are motivated to obtain legal counsel to press on any eminent domain valuations. This is a big deal, as these properties are heirlooms that have been handed down from generation to generation. The landowners, who have resources, will fight.
151	I'd absolutely see the need for the bypass. We rely heavily on tourism and large trucks on Main Street problematic. I'd like to see the bypass as far from town, regardless of cost. I am less interested in endorsing a bypass going through any existing neighborhoods, regardless of lot size.
152	Need complete route to fully affect the re-routing of traffic
153	Will disrupt fewer people and still keep the highway close to town
154	shortest route, quickest to build. Get this done ASAP
155	The more I think about the traffic in Fredericksburg, and the type of traffic that could benefit from a relief route, the more I believe a short route that can be utilized by more people will provide the most relief. You should be looking at total numbers of vehicles that can be diverted around the center of town, not just semi-trucks. Route 1 seems to be the farthest from achieving anything other than a portion of the semis going around town. Next, whatever route is decided should be constructed to prevent runoff pollution and minimize the road noise, sound pollution. Lets also be sure to pay a fair price for the land being used, would hate to have an unhappy friend or neighbor who felt betrayed by our community.
156	The best option is route 1. If we are trying to keep large freight trucks away from Main Street to protect people we should be moving the trucks as FAR away from that area as possible. The larger loop would keep the trucks far outside of the center of Fredericksburg, create an outer loop that would be helpful for not only large trucks but also the farmers/ranchers traveling with large trailers. The blue segment (segment 1) is the best choice for the community.
157	It is far enough out to accomodate traffic trying to avoid town, is not a duplication of Tivy/Friendship Rd, and is the least envasive to exisiting home and businesses
158	Need to see homes, land parcels to determine if too much displacement
159	Keep the trucks as far out of town as you can.
160	this route keeps the trucks away from any residential/ pedestrian areas.
161	Don't put a highway so close to town and run it through established neighborhoods. I can't believe you would even consider running a highway up Kerr Road and across Live Oak. Such a pretty part of our town and close enough that people LIVE their. If you're going to do this, it has to be outside of where people live and children play. This is a community. Keep it that way.
162	Please consider impacting the least amount of homes. Also, traffic is already heavy in and around Fredericksburg. Please take the trucks as far away as possible. Keep out town free of trucks and heavy traffic as much as possible.
163	Born, raised and current resident of this town. Clearly the problem is not commercial trucks, buses, vans, or oversize loads. The problem is all of the tourists who drive like complete idiots all around town, not just main street, they're either drunk or just have no common sense whatsoever. These same tourists dart across the middle of main street whenever they like, they don't want to use the crosswalk because law enforcement rarely tells them anything soo they don't care. When one of these brain dead individuals ends up getting run over and killed because of their laziness, I'm sure y'all will try ban any kind of motorized vehicle from main street and the surrounding areas because you don't want to and will not see that the actual problem is the tourists, not a vehicle!! But hey why like i said common sense and logic doesnt seem to exist in this day and age!!!
164	It seems that the most outlying road would avoid more homes, businesses and items that draw in the tourists. The most outlying road would allow for the most future growth in the

	inner town location for many more years to come. This route also extends to both of the outer edges of the town which contributes to keeping traffic away from Main Street. If this is the primary goal then we must prepare for the future as the town grows and it seems that this would allow this. In addition this route even though it was longer could also provide more jobs for people who build along this road for travelers, etc. the community can always use more job opportunities.
165	I feel a combination of Segment 10 and Segment 11 is the best option since it avoids any major topographic or environmental constraints (waterways), allows for future growth, and minimizes total project length (costs).
166	Why couldnt you use and expand Friendship Lane since it is an existing road that already connects to 290 and 87. Cross friendship lane and expand 2093 to either route 1 or 3 in a less populated area to connect to 87
167	The blue route will not become obsolete in a short time. It's decreased number of curves allows for an adequate speed for the drivers attempting to use the road safely. If the loop requires low speeds for safety, the drivers will continue to go through town. Additionally, limited numbers of ingress and egress will encourage the use of the route. The Blu and red are the only routes that I feel are acceptable (at best).
168	The blue route will not become obsolete in a short time. It's decreased number of curves allows for an adequate speed for the drivers attempting to use the road safely. If the loop requires low speeds for safety, the drivers will continue to go through town. Additionally, limited numbers of ingress and egress will encourage the use of the route. The Blu and red are the only routes that I feel are acceptable (at best).
169	I feel if a route is going to be done than it needs to be as far from town so that our town can keep growing. Most people don't want to live so far from the conveniences of being close to town.
170	9 & 10 provide the shortest route that is far enough out of town to make a reasonable cut through but not bankrupt taxpayers paying for land and road construction
171	The hill county of Texas is being affected by the developments as more and more people want to live here. The beauty of the country is disappearing, along with the Hill Country Charm. I can think of nothing worse than to exacerbate the situation with an noisy, ugly truck route which cuts through the heart of the area. Lady Bird Johnson will be rolling in her grave.
172	best choice is #8 and #6 because it minimizes hill construction and minimizes farm land invasion and keeps costs reasonable
173	Seems to be medium expense, easier route, far enough away from town, does not affect historical land.
174	This seems the most feasible and least disruptive route
175	this avoids flooding, residences, and allows for the city to grow out to that area and landowners to benefit from selling their property with hwy access
176	this is a middle ground route, close enough to be shorter than some but far enough out to impact fewer homes.
177	thanks for listening
178	I realize that this survey is focused on routes but I've also tried to consider topography, floodplains, bridges, overpasses, eminent domain and on/off ramps.
179	You are abusing the people in the county for the benefit of main street.
180	Please do not build too close to the Pedernales! Keep the hill country beautiful
181	We need a workable route to be as far out as possible... where the trucks can get up to highway speeds, away from our town's limits and surrounding neighborhoods. PLEASE don't chop up the lovely surrounding neighborhoods with such a huge, major highway!! Move the trucks farther out from our overall community. PLEASE!
182	We need a workable route to be as far out as possible... where the trucks can get up to highway speeds, away from our town's limits and surrounding neighborhoods. PLEASE don't

	chop up the lovely surrounding neighborhoods with such a huge, major highway!! Move the trucks farther out from our overall community. PLEASE!
183	I support a "bypass" that literally bypasses the city by a wide margin to eliminate noise, danger and reduce traffic through downtown on Main St. This project will be difficult because it will cut through parcels of land that has been owned by families for years. TxDot must pay fair prices for the right-of-ways to those families and other owners. The benefit is a safer, quieter and desirable community for our children and grand children.
184	By the time this is finally completed, if it ever is, Blue segment (1) provides the best chance of becoming a long-term solution.

## **Appendix C**

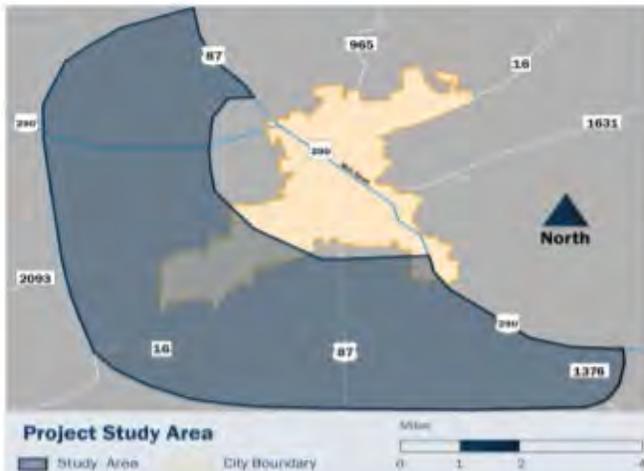
Notices

**Fredericksburg Relief Route Study**

# WE WANT TO HEAR FROM YOU

## JOIN US FOR PUBLIC WORKSHOP #2

Learn more about the relief route study, view conceptual route options (developed from suggestions received at the May 31st workshop), and see how public input was used to refine the goals and objectives of the project. Come and go at your convenience.



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

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 Tuesday, October 9, 2018, to be included in the official record of this public workshop.

### WHEN:

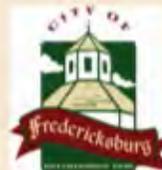
Monday, September 24, 2018  
4 p.m. to 7 p.m.

### WHERE:

Fredericksburg High School  
Gymnasium  
1107 State Hwy 16  
Fredericksburg, TX 78624

### Fredericksburg Relief Route Study

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



## Email Blast

Greetings,

Join us for a public workshop (Workshop #2) for the [Fredericksburg Relief Route Study](#) from 4 p.m. to 7 p.m., on Monday, September 24, 2018. The workshop will be held in the Fredericksburg High School gym (1107 S State Hwy 16, Fredericksburg, TX 78624). The public workshop will be in an open house format so attendees can come and go at their convenience. At this workshop, you can learn more about the relief route study, view conceptual route options (developed from suggestions received at the May 31st workshop), and see how public input was used to refine the goals and objectives of the project.

We value your feedback and look forward to seeing you. Written comments will be accepted at the workshop or can be sent by Tuesday, October 9, 2018, to:

Email: [FredericksburgReliefRoute@gmail.com](mailto:FredericksburgReliefRoute@gmail.com)

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

The workshop will be conducted in English. Persons interested in attending the workshop who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to call 512.517.7251. Requests should be made at least five days prior to the public workshop. Every reasonable effort will be made to accommodate these needs.

Sincerely,

Fredericksburg Relief Route Study Team

## Reminder Email Blast

Greetings,

Just a reminder to please join us for a public workshop (Workshop #2) for the [Fredericksburg Relief Route Study](#) from 4 p.m. to 7 p.m., on Monday, September 24, 2018. The workshop will be held in the Fredericksburg High School gym (1107 S State Hwy 16, Fredericksburg, TX 78624). The public workshop will be in an open house format so attendees can come and go at their convenience. At this workshop, you can learn more about the relief route study, view conceptual route options (developed from suggestions received at the May 31st workshop), and see how public input was used to refine the goals and objectives of the project.

We value your feedback and look forward to seeing you. Written comments will be accepted at the workshop or can be sent by Tuesday, October 9, 2018, to:

Email: [FredericksburgReliefRoute@gmail.com](mailto:FredericksburgReliefRoute@gmail.com)

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

The workshop will be conducted in English. Persons interested in attending the workshop who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to call 512.517.7251. Requests should be made at least five days prior to the public workshop. Every reasonable effort will be made to accommodate these needs.

Sincerely,

Fredericksburg Relief Route Study Team

## Post Workshop Email Blast

Greetings,

Thank you for participating in the public workshop for the Fredericksburg Relief Route Study on September 24<sup>th</sup>. We value your input, as it will help to guide the planning for this important transportation improvement project.

The project team will continue to collect public input for the next two weeks. If you were unable to participate in all of the activities offered at the workshop, or if someone you know is interested in providing input, you may send written comments on or before October 9, 2018, to the project team at:

Email: [FredericksburgReliefRoute@gmail.com](mailto: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 October 9, 2018, visit <https://www.txdot.gov/inside-tdot/get-involved/about/hearings-meetings/austin/0927180.html> or contact Joe Muck at [joe.muck@txdot.gov](mailto:joe.muck@txdot.gov) or 512.715.5702.

Sincerely,

The Fredericksburg Relief Route Study Project Team

City and County Website Announcements

**SECOND FREDERICKSBURG RELIEF ROUTE STUDY WORKSHOP  
SCHEDULED FOR SEPTEMBER 24th**

**We want to hear from you!**

Join the City of Fredericksburg and Gillespie County, acting through the Gillespie County Relief Route Task Force, with support from the Texas Department of Transportation, for a public workshop to share information and receive community input about the Fredericksburg Relief Route Study. The potential route would relieve traffic and improve mobility in downtown Fredericksburg by giving people the option to travel around, rather than directly through, the city.

Workshop attendees will have the opportunity to learn more about the relief route study, view conceptual route options (developed from suggestions received at the May 31st workshop), and see how public input was used to refine the goals and objectives of the project. The input received at Workshop #2 will continue to help guide planning for this important transportation improvement project.

WHEN: Monday, September 24, 2018

TIME: 4 p.m. to 7 p.m. (Come and go at your convenience.)

WHERE: Fredericksburg High School Gymnasium, 1107 State Hwy 16, Fredericksburg, TX 78624

(link address to Google map)

<https://www.google.com/maps/place/Fredericksburg+High+School/@30.2602505,-98.8817636,15z/data=!4m5!3m4!1s0x0:0x8c4e96d654013ad0!8m2!3d30.2602505!4d-98.8817636>

For more information visit [www.fbgtx.org](http://www.fbgtx.org) and search "[Relief Route Task Force](#)" or email [Joe.Muck@txdot.gov](mailto:Joe.Muck@txdot.gov)

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

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 October 9, 2018, to be included in the official record of this public workshop.



## Public Workshop - Fredericksburg Relief Route Study

[Texas Department of Transportation](#) > [Inside TxDOT](#) > [Get Involved](#)

> [About Public Hearings, Meetings and Notices](#) > [Hearings, Meetings and Notices Schedule](#)

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<b>Where:</b>	Fredericksburg High School Gymnasium 1107 State Hwy 16 Fredericksburg, TX 78624 ( <a href="#">Map</a> )
<b>When:</b>	Monday, Sept. 24, 2018 4 p.m. - 7 p.m.
<b>Purpose:</b>	The purpose of the public workshop is to gather input on the Fredericksburg Relief Route Study. The workshop will be an open house format so the public may come and go at their convenience, and staff will be available to answer questions. Comments must be received on or before Oct. 9, 2018 to be a part of the official public workshop record.
<b>Description:</b>	The City of Fredericksburg and Gillespie County, acting through the Gillespie County Relief Route Task Force and with support from the Texas Department of Transportation, are exploring a potential US 290 Fredericksburg relief route. The potential route would relieve traffic and improve mobility in downtown Fredericksburg by giving people the option to travel around, rather than directly through, the city. As traffic volumes and congestion continue to increase the need for a relief route has become an important safety and quality-of-life issue for the community.
<b>Special Accommodations:</b>	TxDOT makes every reasonable effort to accommodate the needs of the public. The open house will be in English. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Please call (512)517-7251 at least five working days prior to the meeting. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

**Memorandum of Understanding:**

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

**Downloads:**

- Display Ad
- Display Boards
- Conceptual Route Options
- Survey (Available until Oct. 9, 2018)
- Fact Sheet
- Letter from the Fredericksburg Relief Route Task Force
- Right of Way Process
- Frequently Asked Questions
- Comment Form

**Contact:**

TxDOT Austin District  
P.O. Box 15426  
Austin, TX 78761-5426  
  
(512) 832-7000  
  
Email  
  
Posted August 24, 2018

<b>Get Involved</b>
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## NEWS RELEASE

### AUSTIN DISTRICT

Diann Hodges

O: (512) 832-7027

C: (512) 284-1425

[Diann.Hodges@txdot.gov](mailto:Diann.Hodges@txdot.gov)

### **PUBLIC WORKSHOP #2 TO BE HELD FOR FREDERICKSBURG RELIEF ROUTE STUDY**

*Potential relief route to be discussed for popular tourist destination*

[Share This](#)

[Tweet This](#)

September 2018

**Gillespie County** – A public workshop for the [Fredericksburg Relief Route Study](#) will be held from 4 p.m. to 7 p.m. on Monday, September 24, 2018, at Fredericksburg High School gymnasium, 1107 S State Hwy 16, Fredericksburg, TX 78624. The interactive workshop will be an opportunity for the public to ask questions and provide input about the potential relief route.

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

Attendees will have the opportunity to learn more about the relief route study, view conceptual route options (developed from suggestions received at the May 31st workshop), and see how public input was used to refine the goals and objectives of the project. The input received at Workshop #2 will help to further guide planning for this important transportation improvement project. Come and go at your convenience.

The workshop will be conducted in English. Persons interested in attending the workshop who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to call 512.517.7251. Requests should be made at least five days prior to the public workshop. Every reasonable effort will be made to accommodate these needs. Official written comments will also be received and accepted by the project team via email at [FredericksburgReliefRoute@gmail.com](mailto: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 October 9, 2018, to be included in the official record of this public workshop.

For media inquiries, contact [Diann.Hodges@txdot.gov](mailto: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](http://txdot.gov). "Like" us on [Facebook](#) and follow us on [Twitter](#).

Our Values: People • Accountability • Trust • Honesty

*An Equal Opportunity Employer*

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

Social Media

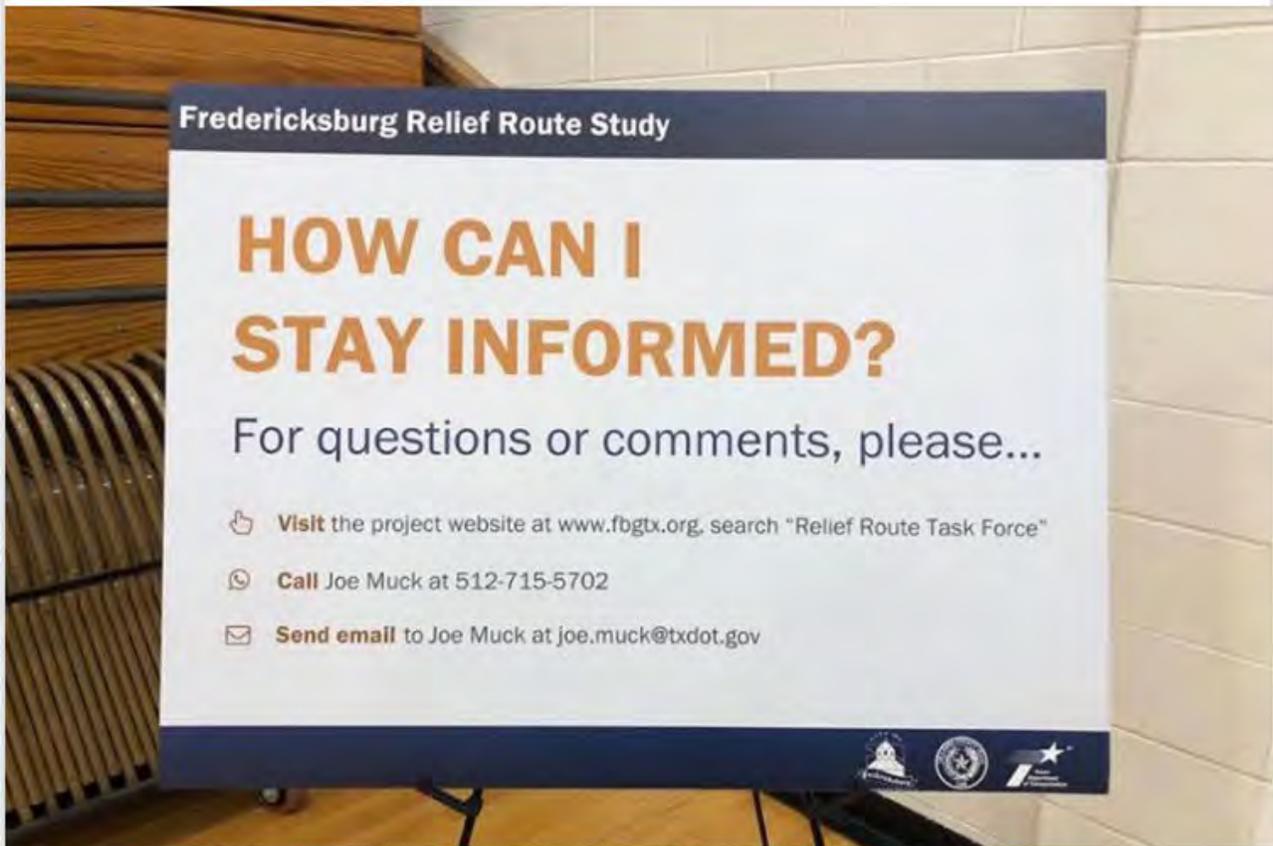


**Fredericksburg, TX** added 13 new photos to the album: Relief Route Open House - September 24, 2018.



September 24 at 4:39 PM · 🌐

A second open house on the Fredericksburg Relief Route Study is being held from 4:00 p.m. to 7:00 p.m. today at the FHS gymnasium. This event is a great opportunity to check out the study area, possible route locations chosen by the public, and talk to members of TxDOT and the Relief Route Task Force Committee. Stop by and see us!



## **Appendix D**

Sign-in Sheets

# Public Sign-in

## PUBLIC SIGN IN SHEET

Fredericksburg Relief Route Study - Public Workshop #2

September 24, 2018, 4 p.m. to 7 p.m. - Fredericksburg High School Gymnasium - 1107 State Hwy 16, Fredericksburg, TX 78624

NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
LARRY IRVIN				Larry Irvin
MARVIN PIPKIN				Marvin Pipkin
JAMES BARTMAN				James Bartman
Darrell Rawls				Darrell Rawls
ROY & BARBARA SMITH				Barbara Smith
TED MERRITT				Ted Merritt
MILTON BUCKELEW				Milton Buckelew
BOB THICK				Bob Thick
BRAD BERTLAND				Brad Bertland
DAN ROHNER				Dan Rohner
BOB HEIFNER				Bob Heifner



## PUBLIC SIGN IN SHEET

Fredericksburg Relief Route Study - Public Workshop #2

September 24, 2018, 4 p.m. to 7 p.m. - Fredericksburg High School Gymnasium - 1107 State Hwy 16, Fredericksburg, TX 78624

NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
KAREN BUCK				Karen Ann Bl
Carol Ann Shepherd				Carol Ann Shepherd
Alane Melugin				Alane Melugin
Tina Reavis				
JERRY McCORK				Jerry McCork
CLINTON KLABER				Clinton Klaber
Dr. Crenshaw				Dr. Crenshaw
Kris Kneese				Kris Kneese
Edna Mae Harlow				Edna Mae Harlow
Colin Fausch				Colin Fausch
Kristy Durr				Kristy Durr



**PUBLIC SIGN IN SHEET**

Fredericksburg Relief Route Study - Public Workshop #2  
 September 24, 2018, 4 p.m. to 7 p.m. - Fredericksburg High School Gymnasium - 1107 State Hwy 16, Fredericksburg, TX 78624

NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
Sammy Booger				Sammy Booger
Alvie Segner				Alvie Segner
TODD EIDSON				Todd Eidson
DAVID HARTMANN				David Hartmann
Dick BOWER				Dick Bower
Bruce Wille				Bruce Wille
BRAUN AND THOMAS Barbara Thomas				Barbara Thomas
Joni Thomas				Joni Thomas
Roy Heinen				Roy Heinen
Genny McCaffrey				Genny McCaffrey
Helen Whetstone				Helen Whetstone



**PUBLIC SIGN IN SHEET**

Fredericksburg Relief Route Study - Public Workshop #2  
 September 24, 2018, 4 p.m. to 7 p.m. - Fredericksburg High School Gymnasium - 1107 State Hwy 16, Fredericksburg, TX 78624

NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
Al Medina				Al Medina
STEPHEN MORGAN				Stephen Morgan
Genevieve Kraus				Genevieve Kraus
Jerome KRAUS				Jerome Kraus
Jamie & Felicia M				Felicia Mallendust
Kay Wiedelkamp				Kay Wiedelkamp
Gary Madburger				Gary Madburger
Al & Susan Dewar				Al & Susan Dewar
Ken Meador				Ken Meador
Abbea Cook				Abbea Cook
Keri Lueb				Keri Lueb



**PUBLIC SIGN IN SHEET**

Fredericksburg Relief Route Study - Public Workshop #2  
 September 24, 2018, 4 p.m. to 7 p.m. - Fredericksburg High School Gymnasium -1107 State Hwy 16, Fredericksburg, TX 78624

NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
Paul Heiner				Paul Heiner
Ben Ball				Ben Ball
Edward Strocher				Edward Strocher
Daniel J. Fritz				Daniel J. Fritz DM
Angela M. Smith				Angela M. Smith
Steven Seewere				Steve
Bill ROHEMEL				W. G. Rothemel Jr
Michael Maurer				Michael D Maurer
Sherric Maurer				Sherric Maurer
Brandon Behrens				



**PUBLIC SIGN IN SHEET**

Fredericksburg Relief Route Study - Public Workshop #2  
 September 24, 2018, 4 p.m. to 7 p.m. - Fredericksburg High School Gymnasium -1107 State Hwy 16, Fredericksburg, TX 78624

NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
PAMELA MEYER				Pamela Meyer
Charles Meyer				Charles Meyer
Mark McPhail				Mark McPhail
Chelsea Osborn				Chelsea Osborn
Justin Elliott				Justin Elliott
Brian Vorauer				Brian Vorauer
Ricky Boos				Ricky Don Boos
Phil Rowton				Phil Rowton
Tamara Rowton				Tamara Rowton
Janice Lochte				Janice Lochte
Don Lochte				Don Lochte



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Fredericksburg Relief Route Study - Public Workshop #2  
 September 24, 2018, 4 p.m. to 7 p.m. - Fredericksburg High School Gymnasium - 1107 State Hwy 16, Fredericksburg, TX 78624

NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
SEAN HAGUE				Sean Hague
DON MURRAY				Don Murray
DR. PIPKIN				Ana Pipkin
Don Crawford				D.P. Crawford
Sharon Hodge				Sharon Hodge
Leonard Brown				Leonard K. Brown
PAUL SEARLES				Paul Searles
Sharon Gay Brunner				Sharon Gay Brunner
Julia Daily				Julia Daily
Emerson Daily				Emerson Daily
Logan Minshew				



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NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
C. Runkle				C. Runkle
C. Feller				C. Feller
T. KLETT				T. Klett
Mike Smith				Mike Smith
Troy Klauser				Troy Klauser
Corrine Jung				Corrine Jung
Carol Kraus				Carol Kraus
LINDA ZEHNDER				Linda Zehnder
Tim & Pamela Taylor				Tim & Pamela Taylor
Brenda Cauthers				Brenda Cauthers
Clare Davenport				Clare Davenport



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NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
Tom Hutton				<i>Tom Hutton</i>
Tom NARRIS				<i>Tom Narris</i>
ALLEN BRECHER				<i>Allen Brecher</i>
David C. Weinklein				<i>David Weinklein</i>
Shayla Hemphill				<i>Shayla Hemphill</i>
Robert + Cheryl Wood				<i>Robert Wood</i>
Randall Wunderlich				<i>Randall Wunderlich</i>
W. Steve Kroeger				<i>W. Steve Kroeger</i>
NICOLE BARTEL				<i>Nicole Bartel</i>
SHARON McMAHON				<i>Sharon McMahon</i>
Mary Ellen Terrell				



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NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
MIKE BARR				<i>Mike Barr</i>
Tom B. Luv				<i>Tom B. Luv</i>
Kenneth Pat Hoffman				<i>Kenneth Pat Hoffman</i>
Glenda Gerald Fritz				<i>Glenda Fritz</i>
Kevin + <del>Sharon</del> Fritz				<i>Kevin Fritz</i>
Susan Fritz				<i>Susan Fritz</i>
PAULA STONE				<i>Paula Stone</i>
Jane Woellhof				<i>Jane Woellhof</i>
CLINTON KRAM				<i>Clinton Kramer</i>
JASON HERNANDEZ				<i>Jason Hernandez</i>
WILLIAM WAGGAMAN				<i>William Wagaman</i>



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NAME	EMAIL	PHONE NUMBER	ELECTED	SIGNATURE
LeAnn Segner				LeAnn Segner
John & Betty Gonzalez				John Gonzalez
LARRY BRINKMANN				Larry J. Brinkmann
Erika Vela				Erika Vela
Glenn Koennicke				Glenn Koennicke
Paul Tybor				Paul Tybor
Gary Lynn Hottel				Gary Lynn Hottel
KK Welch				KK Welch
Samantha Bricker				Samantha Bricker
CAROLYN BLEACHER				Carolyn Bleacher



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NAME	EMAIL	PHONE NUMBER	ELECTED	SIGNATURE
Rose Marie Meyers				
Wilfried Maran				
Johnny Dwyer				
Tom Weirich				
JUDY WICKENBACH				J. Wickendach
Christy Skrebelok				Christy Skrebelok
Michael Brown				Michael Brown
CAROL HAIGER				Carol Haiger
Hilary Parker				Hilary Parker
Jeff & Kelly Bricker				Jeff & Kelly Bricker
Tom & Kelly Musselmeier				Tom & Kelly Musselmeier



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NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
Steve Wolf				<i>[Signature]</i>
Paul Hayes				<i>[Signature]</i>
CHARLES BLACKWELL				<i>[Signature]</i>
Jimmie Langstaff				<i>[Signature]</i>
Debbie Phelps				<i>[Signature]</i>
David Harris				<i>[Signature]</i>
GARY NEKOROVIC				<i>[Signature]</i>
Larry Auer				<i>[Signature]</i>
Merle Tully				<i>[Signature]</i>
ANDREW BRAY				<i>[Signature]</i>
Darlene Hartmann				<i>[Signature]</i>



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NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
ROARICH Sharon & Tom				<i>[Signature]</i>
Wendy Ann Subudis				<i>[Signature]</i>
Patty Kramer				<i>[Signature]</i>
Sharon Copeland				<i>[Signature]</i>
JODEE KOWERT				<i>[Signature]</i>
Janet + Aaren Musgrove				<i>[Signature]</i>
Sheila Heimer				<i>[Signature]</i>
Paul Hodges				<i>[Signature]</i>
RICK + <del>VICKI</del> RISTAU				<i>[Signature]</i>
VICKI RISTAU				<i>[Signature]</i>
Todd Herber				<i>[Signature]</i>



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NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
Christi Summers				Christi Summers
Charles Schroeder				Charles Schroeder
Charles M. Blackwell				Charles M. Blackwell
Anita L. Blackwell				Anita L. Blackwell
Stanley & Betty Klauer				Betty Klauer
Quinn Campbell				Quinn Campbell
Jerry M. Luckenbach				Jerry M. Luckenbach
Nancy Ann Skaggs				Nancy Ann Skaggs
AJ Rodriguez				AJ Rodriguez
B. Ammitage				B. Ammitage
Valarie Smith				Valarie Smith



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NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
KB Crowder				KB Crowder
Kimberly Brooks				Kimberly Brooks
Chad Davidson				Chad Davidson
Connie Crowder				Connie Crowder
Linnell Crowder				Linnell Crowder
Linda Luckenbach				Linda Luckenbach
DAN Jenkins				DAN Jenkins
Robert WATSON				Robert WATSON
Tommy Susie Bryan				Tommy R. Bryan
DWAYNE C BOOS				DWAYNE C BOOS
Mary Kasper				



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NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
Larry W. Ottmers				Larry W. Ottmers
Bruce Staffel				B Staffel
Bill Petrosky				Bill Petrosky
LANNY MAEDGEN				Lanny Maedgen
Cynthia Lovins				Cynthia Lovins
Bill Riggs				Bill Riggs
Jerry Keesee				J Keesee
Mike Stuks				Mike Stuks
Ottie Lomte				Ottie Lomte
Dalene Locht				Dalene Locht
TRUDY HUTTO				Trudy Hutto



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NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
Tom + Florence Roges				Florence Roges
Charles Thomson				Charles Thomson
Marc Williamson				Marc Williamson
Lea Feuge				Lea Feuge
Steve M. Anglin				Steve M. Anglin
JOSEPH A. POLICHINO				Joseph A. Polichino
Sharon Steh				Sharon Steh
Michael Reavis				Michael Reavis
Al Weinzierl				Al Weinzierl
Janet Weinzierl				Janet Weinzierl
Lisa Roach				Lisa Roach



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NAME	EMAIL	PHONE NUMBER	ELECTED (X)	SIGNATURE
Jeff & Auguste Dye				<i>Jeff Dye</i>
Caroline Corbett				<i>Caroline Corbett</i>
Dan Corbett				<i>Dan Corbett</i>
Emie Goffler				<i>Emie Goffler</i>
Bill Hancock				<i>Bill Hancock</i>
Roy Cremady				<i>Roy Cremady</i>
LINDA NORRIS				<i>Linda Norris</i>
Priscilla & Wayne				<i>Priscilla &amp; Wayne</i>
Nancy Fitzpatrick				<i>Nancy Fitzpatrick</i>
Wayne Geistweird				<i>Wayne Geistweird</i>
Kay Geistweird				<i>Kay Geistweird</i>



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NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
Ron Woellhof				<i>Ron Woellhof</i>
Nancy Hemdon				<i>Nancy Hemdon</i>
CAROL DARLING				<i>Carol Darling</i>
Patricia Jobe				<i>Patricia Basse Jobe</i>
Hugh Jans				<i>Hugh Jans</i>
Jane Bowersox				<i>Jane Bowersox</i>
Linda Seip				<i>Linda Seip</i>
Konnie Patk				<i>Konnie Patk</i>
Steve West				<i>Steve West</i>
Ed Holland				<i>Ed Holland</i>
Danny Reel				<i>Danny Reel</i>



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NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
Mike Hodges				Mike Hodges
CLIFF ERNST				Cliff Ernst
PAT ERNST				Pat Ernst
ROBERT W. TAYLOR				Robert Taylor
MARK CORVETT			✓	Mark Corvett
JOHN GRANAN				John Granan
KOBY FRITZ				Koby Fritz
Joyce Smith				Joyce Smith
Robin Merritt				Robin Merritt
Susan Smith				Susan Smith
John Summers				John Summers



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NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
Gerald Grenwell				Gerald Grenwell
LaVerre Grenwell				LaVerre Grenwell
Mary Ann Tuberville				Mary Ann Tuberville
Lindsay Bertrand				Lindsay Bertrand
MARY POTTER				Mary Potter
Karen Grona				Karen Grona
Cheryl Bowton				Cheryl Bowton
Jean Moffett				Jean Moffett
Michael Moffett				Michael Moffett
Reenie Pehl				Reenie Pehl
Cheri Rothermel				Cheri Rothermel



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NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
Linda Runkel				Linda B. Runkel
Brent Kramer				BK
David Dawn Alton				Dawn Alton
Mandy Geistweidt				Mandy Geistweidt
Emily Lorell Bell				EM Bell
Billy Pehl				Billy Pehl
Steve K. Lerner				Steve Lerner
Verna Fritz				Verna A. Fritz
Jo Ann Koch				Jo Ann Koch
Robert Mays				Robert N. Mayse
CHUCK MAULDIN				CHMauldin



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Fredericksburg Relief Route Study - Public Workshop #2  
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NAME	EMAIL	PHONE NUMBER	ELECTED OFFICIAL (X)	SIGNATURE
Mary Ann Mayse				Mary Ann Mayse





## Staff Sign-in

### STAFF SIGN IN SHEET

Fredericksburg Relief Route Study – Main Street Merchants and Property Owners Open House  
September 18, 2018, 6 pm – 7:30 pm – Pioneer Museum Sanctuary – 325 W Main St., Fredericksburg, TX 78624

NAME	ORGANIZATION	INITIALS
Michelle Neeley	CP&Y	MN
Paul Schrader	CP&Y	PS
Shelley Law	Rifeline	SL
Trisha Rangil	Rifeline	T.R
Lynda Rife	Rifeline	



### STAFF SIGN IN SHEET

Fredericksburg Relief Route Study – Main Street Merchants and Property Owners Open House  
September 18, 2018, 6 pm – 7:30 pm – Pioneer Museum Sanctuary – 325 W Main St., Fredericksburg, TX 78624

NAME	ORGANIZATION	INITIALS
Roger Beall	TxDOT	RB
Sonya Hernandez	TxDOT	
Cary Karnstadt	TxDOT	CK
Lindsey Kimmett	TxDOT	
Cathy Kratz	TxDOT	
Justin Luna	TxDOT	
Joseph Muck	TxDOT	
Shirley Nichols	TxDOT	
Amy Redmond	TxDOT	
Andy Atlas	CP&Y	AA
Stacey Benningfield	CP&Y	
Melissa Griffith	CP&Y	MG



## **Appendix E**

Comments Received

10/9/2018

Gmail - Fwd: Fredericksburg Truck Relief Route



Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

---

**Fwd: Fredericksburg Truck Relief Route**

2 messages

---

**Charlotte Allison** [REDACTED]  
To: FredericksburgReliefRoute@gmail.com

Mon, Oct 8, 2018 at 9:50 AM

>  
> In looking at the map, route #1 looks to be the best for all concerned.  
>  
> Route #10 goes through subdivisions and is too close to town.  
> The Haufmann construction company, runs 18 wheeler loads of granite all day long on the Otto Eckhart road off Highway 87 to the Pedernales River.  
>  
> Also, a new subdivision with high end dollar homes is being constructed. We want this route away from town.  
>  
> #1 looks to be the best from the standpoint of not being near town. We must keep our little community safe! Please help us to that end.  
>  
> Respectfully,  
>  
> Charlotte Allison  
> Fredericksburg resident  
>  
>

---

**Fredericksburg Relief Route** <fredericksburgreliefroute@gmail.com>  
To: Charlotte Allison [REDACTED]

Mon, Oct 8, 2018 at 1:46 PM

Ms. Allison,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Sincerely,

Fredericksburg Relief Route Study Project Team

[Quoted text hidden]



Fredericksburg Relief Route &lt;fredericksburgreliefroute@gmail.com&gt;

**Fwd: Fredericksburg Truck Relief Route**

2 messages

**Wayne Allison** [REDACTED]  
To: FredericksburgReliefRoute@gmail.com

Mon, Oct 8, 2018 at 9:35 AM

**Subject: Fredericksburg Truck Relief Route**

I am in favor of Alternate Route #1 or #3 for the following reasons:

1. I am told the relief route will be a 4 to 6 lane highway with speeds up to 70mph. Regarding Alternate Route #6 and #10, I am very concerned about noise, pollution, speeds of that magnitude so near town. AND! The disruption of neighborhoods, as it goes through **subdivisions**.
2. Alternate Route's #3 and #1 appear to be the safest. Additionally, they are away from established neighborhoods.
3. Alternate Route is #10 does not make sense, because:
  - A. It is too close to town
  - B. It goes through subdivisions
  - C. It goes through Haufmann Construction Company. They run 18 wheelers loaded with granite all day. It is accessed off Highway 87 (across from the movie theater) on Otto Eckhart road to the Pedernales River.
  - D. Alternate Route #6 is also too close to neighborhoods.

If you want to be that close to town, why not use EXISTING route #12 (Friendship Lane)!

Thank you!  
Wayne Allison, Fredericksburg resident

**Fredericksburg Relief Route** <fredericksburgreliefroute@gmail.com>  
To: Wayne Allison [REDACTED]

Mon, Oct 8, 2018 at 1:36 PM

Mr. Allison,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Sincerely,

Fredericksburg Relief Route Study Project Team

[Quoted text hidden]



# Fredericksburg Relief Route Study

Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): BRADLEY BERTRAND  
Address: [REDACTED]  
Email: [REDACTED]

Comment:

BYPASS STRONGLY NEEDED FOR DOWNTOWN.  
NEED TO MAKE DOWNTOWN REDEVELOPMENT PART OF  
STUDY. THIS IS AN OPPORTUNITY TO MAKE DOWNTOWN MORE  
WALKABLE. ~~THE~~ MAIN STREET COULD BE RE-DEVELOPED  
IN A SIMILAR MANNER AS DOWNTOWN BRYAN AND  
OTHER ~~CITIES~~ WALKABLE SMALL CITIES. MAIN STREET  
SHOULD BE ~~ONE~~ TWO WAY DIVIDED ROAD WITH CENTER  
PARKING AISLE. SEE DOWNTOWN BRYAN TX, ~~TEXAS~~

GETTING TRAFFIC OFF OF TODAY'S MAIN ST. PROVIDES POTENTIAL  
TO MAKE DOWNTOWN MORE FRIENDLY TO HOST STREET  
BASED FESTIVALS AND OTHER EVENTS. SEE TEXAS REDS  
BRYAN, TX.

GETTING ~~CAR~~ TRAFFIC OFF OF ~~MAIN~~ MAIN SHOULD BE VIEWED  
AS A WAY TO PRESERVE & ENHANCE FBORG'S HISTORIC CHARACTER.

(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 October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org), and search "Relief Route Task Force," or contact Joe Muck at: [joe.muck@txdot.gov](mailto: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](mailto: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 Tuesday, October 9, 2018, to be included in the official record of this public workshop.



Fredericksburg Relief Route &lt;fredericksburgreliefroute@gmail.com&gt;

---

**Relief Route**

2 messages

**Charles Blackwell** [REDACTED]  
To: FredericksburgReliefRoute@gmail.com

Mon, Oct 8, 2018 at 3:16 PM

Sir:

I went to the last meeting concerning the relief route around Fredericksburg. The proposed route #3 would cut through the middle of my property which is on Hwy 87 South. My property is on the east side of the highway and the Pedernales River is my north boundary. There are two major draws that goes through the ranch which would require multiple bridges being built according to your diagram.

There are also three families living near where the proposed route would go (approximately 100 yards from the residences). The proposed road would cut off my access to the north side of my property and the river. This would also require an access point onto Hwy 87 which would take even more of the property.

Rumors of what the state is willing to offer for the property and the actual market value is extremely different.

I would add that I am not in favor of this route passing through my property knowing the adverse effects and also the effects of the adjoining landowners who have homes along this route.

CMB Resoources  
Charles M. Blackwell  
*Real Estate Broker*  
*Oil & Gas Landman*

[REDACTED]

---

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

Mon, Oct 8, 2018 at 3:56 PM

To: [REDACTED]

Mr. Blackwell,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Sincerely,

Fredericksburg Relief Route Study Project Team

[Quoted text hidden]

September 27, 2018

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

**Re: Fredericksburg Relief Route Study Comments**

Dear Ms. Benningfield and Project Team Members:

I would first like to compliment you and the rest of the project team on the three public workshops that have been held to date relating to the Fredericksburg Relief Route Study. The information presented has been very helpful and I think I speak for the rest of the citizens of Fredericksburg and Gillespie County when I say the workshops have been a big help in understanding the scope and goals for this much needed project.

At the public workshop on Sept. 24<sup>th</sup>, twelve conceptual route segments were presented. The main constraints appear to be topography to the west and northwest of Fredericksburg and the Pedernales River. To minimize environmental impacts and keep construction costs down, I feel the route should be located to the north of the Pedernales River and east of the hills to the west of the City. Additionally it appears to make sense to stay to the east of Live Oak Creek which runs along the base of the hills west of Fredericksburg. Due to existing single family development and large hills in the segment between US 290W and US 87N, I also feel it makes the most sense to keep the relief route in the area of the National Guard Armory and the existing industrial area along the US 87N corridor.

A number of the routes presented appear to have major issues. Here is a summary of my main questions/concerns:

- Segment 1 – First and foremost, the route extends outside the study area that has been presented from the outset of the project. A lot of property owners are probably unaware of this route negatively impacting their property since it was not included in the initial corridor study information presented to the public. The length of the project and associated travel times, topographic issues, impacts to major waterways, and the overall impact to property owners does not appear to make this a feasible option.
- Segments 3 & 6 – These segments have major issues including negative environmental impacts to the Pedernales River basin.
- Segments 2, 3, 4, 7, & 8 – These segments would all have to deal with topographic issues which would be costly and also have a negative impact to the surrounding environment.
- Segments 1-9 – All of these segments would have negative impacts in the existing single family developments between US 290E and US 87N.

One of the main questions for the overall alignment, in my opinion, is which side of the Gillespie County Airport/Lady Bird Johnson Municipal Park the route should lie on. Based on the issues presented, I feel it makes the most sense to keep the route "inside" the airport and park. Therefore, I am confident in recommending a combination of segments 10 and 11 as the most feasible options as they provide a sensible alternative to through truck traffic and also minimize ROW acquisition/construction costs and negative environmental impacts.

Please refer to attached exhibits which detail my recommended/preferred alignment on an aerial and topographic map. Overall, the combination of segments 10 and 11 is very similar, with a few tweaks. Here are a few of the many benefits of this alignment:

- +/-7.35 mile total distance which should be far enough from town to allow for future growth but is also short enough to ensure travel times promote use by through truck and vehicular traffic, the main goal of the project.
- Utilizes existing Public/Private Right of Ways along Gold Rd., Tejano Ln., Daniel Dr., Howard Ln., Kerr Rd., and Otto Eckhardt Rd. Also utilizes ROW which was reserved for the relief route at the newly developed Backwoods BBQ located at 320 FM 2093 (Tivydale Rd.).
- Minimizes waterway crossings (bridges) with only two major crossings. These include a crossing of Barons Creek near US 290E and a crossing of an unnamed tributary to Barons Creek near the National Guard Armory.
- Avoids any major topographic issues.
- Provides a good compromise between higher priced property values close to town and higher total ROW acquisition costs for longer relief route alignment options.
- Provides easy access to the Gillespie County Airport for emergency services including the Forest Service which is stationed on the airport grounds.
- Provides excellent access to the proposed sports park to be located at Oak Crest Park near the entrance to the Gillespie County Fairgrounds.
- Avoids any larger single family developments.

Regarding the proposed cross section and ROW requirements for the roadway, I would also recommend alternatives be looked at to reduce the required ROW width. This includes minimizing the center median width, possibly by using barriers to separate opposing traffic. This should help reduce costs and minimize impacts to property owners.

I will be interested to see the results of the travel time analysis and cost for vehicle miles traveled for the existing versus proposed routes and benefit cost ratios as I feel a large number of the longer route alternatives will be removed from consideration.

Thank you again for all of your hard work and I look forward to continuing through this process.

Sincerely,



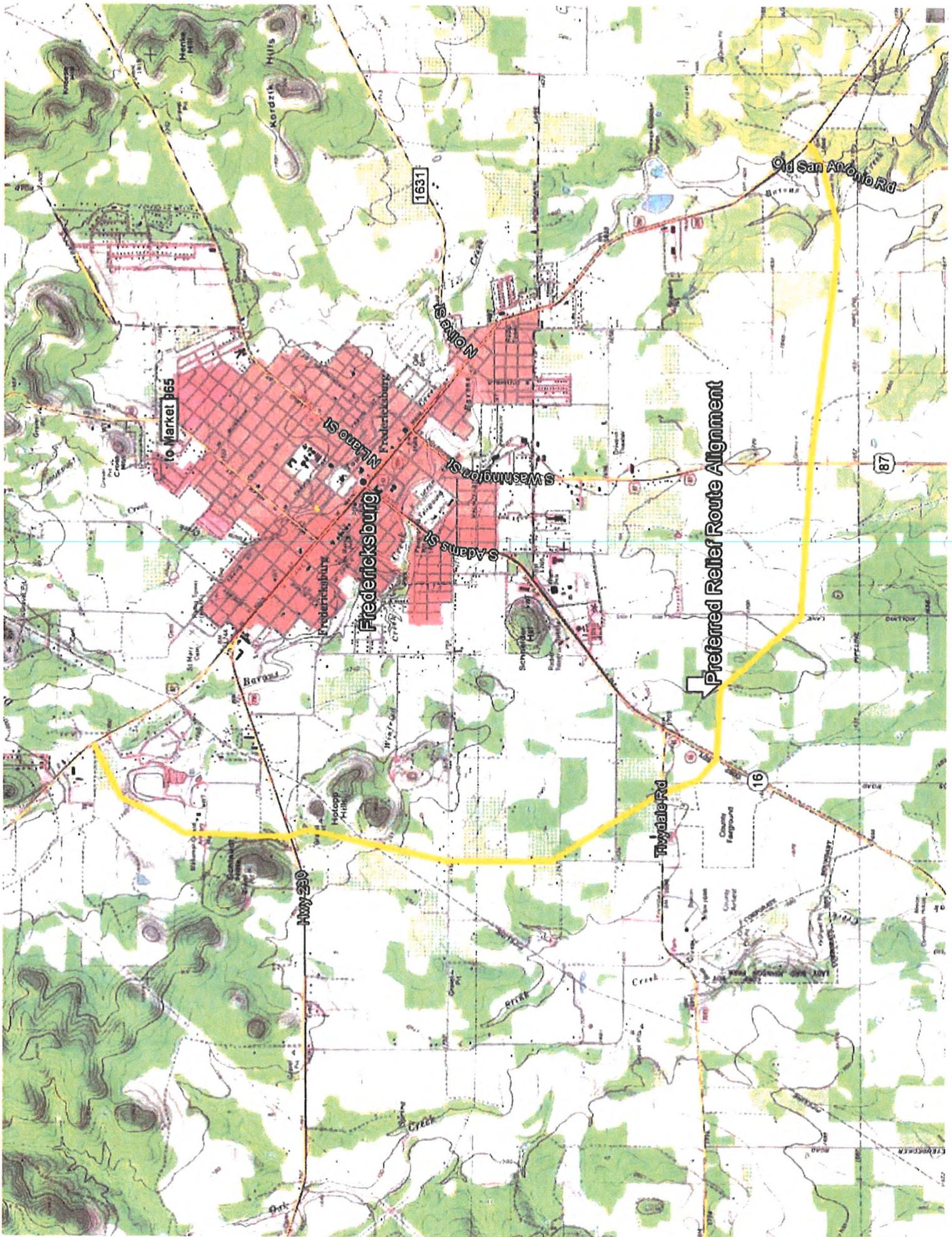
Garret Bonn, P.E., CFM



att: Relief Route Aerial Exhibit  
Relief Route Topo Exhibit

*Bonn 2/14*





Bmn 4/4



Fredericksburg Relief Route &lt;fredericksburgreliefroute@gmail.com&gt;

**relief route comments**

2 messages

**Libby Boos** [REDACTED]  
To: FredericksburgReliefRoute@gmail.com

Sun, Oct 7, 2018 at 4:21 PM

Members of the Fredericksburg Relief Route Team,

In lieu of a solution to the traffic congestion facing Main Street in Fredericksburg, Texas, I would like to express my concern about construction of segment 6. These concerns correlate with disruption of the Pedernales River, agricultural land use, deep rooted history of the land, and location of route alternatives.

As you may well know, the Pedernales River is a steady life force in the Texas Hill Country. This watershed supports local ecosystems and plays host to a tributary water system made up of 3,000 miles of creeks and streams. Section 6 of the relief route would run along a portion of the Pedernales, bringing up questions of environmental conservation. Building a large road next to a watershed disrupts local habitat for species living in and along the river basin.

A major issue to consider for segment 6 is the disruption of aquatic habitat for the near threatened Guadalupe Bass, the official state fish of Texas, and other local species found in and around the river. If the river is contaminated by hazardous material due to a spill or crash by a tractor trailer truck along this proposed segment, the potential to harm these species is immense due to the fact that this river is a tributary system. Not only this, but people in the hill country get their drinking water from the Pedernales. This watershed system flows from aquifers in Kimble County through the hill country and down into Austin where it connects with the Colorado River. Costs to clean up a spill would be immense. It could also cause human health issues and these are also things to consider when determining where this road will be built.

Another environmental concern is pollutants from vehicle exhaust. Whether the relief route is 2 lanes or 4 lanes, the amount of exhaust from an estimated 6,500 vehicles daily could potentially harm the land and animals living around it. Of these 6,500 vehicles estimated to drive the route daily, 1000 are predicted to be trucks.

Segment 6 of the relief route runs through farmland that is still worked on a daily basis. This proposed route stands at this time to have no entry or exit roads to the land it will be dividing. What does this mean for farmers like Ricky Boos? Segment 6 runs directly through the main headquarters of his farm. 90% of his property would be on the north side of the proposed segment. This divide in his land would require him to back track up Boos Lane to Highway 16 where he would head south toward Kerrville and drive down county roads until he reaches the other side of Boos Lane where his business headquarters are located. Everytime he has to feed his cattle or work his fields, he would be required to travel an exponentially longer route to get from one section of his land to the other. He fears that the segmented route will force him to spend money on relocating his headquarters to the north side of the relief route to reduce time spent traveling to and from his home and business.

There's more to this land than just agricultural use. Deep in the roots of the soil on Boos Lane is the history of the family the road is named after. Ricky Boos is a 4th generation dairy farmer who still operates his business on the land his family has proudly owned since 1852. Segment 6 of the relief route would run through what remains of the Boos family dairy farm, the longest continuously operating dairy in Gillespie County. The road would be constructed 100 feet north of the home Ricky and his family lived in when the dairy was at its prime. How will the state of Texas compensate for taking away the history of a family who has been a part of Fredericksburg for over 150 years? That's something that can't be bought with money.

The city of Fredericksburg is booming. It's growing at a rapid rate and changing daily. The need for a relief route is necessary, but the decision on where to build it is incredibly important. Many of the presented segments, including 2, 3, 4, 5, 6, 7 and 8 are all in an areas of Fredericksburg/Gillespie county that have the potential to become desirable locations in the years to come. It is smart to build the relief route further out of city limits to avoid having to build another relief route in 10 or 20 years because these areas have become too congested. The relief route needs to present drivers with a reason to drive down the route. If the road is further from town, more lanes could be constructed with fewer stop

10/9/2018

Gmail - relief route comments

lights and higher driving speeds. It is crucial to avoid another route that has traffic build up. Segment 1 is ideal for a route like the one just described.

If the vision of the relief route is to bring a solution to the people, then a sensible selection must be made. I ask that you consider my concerns and opinions when taking into account the significance of building segment 6. The conservation of a powerful river, the livelihood of local farmers and historic value of the land under review are all heavy weights to hold when considering a solution. Fredericksburg is a town of culture and preservation that will continue to grow in size. In preserving the history of a town like ours, it's imperative to preserve the history of places like the land Boos Dairy sits on, which have been a part of Fredericksburg since its founding. A solution for the people of this little German town is to think smart and effectively, so that as our town grows, it does so in a way that puts its people and its land first.

Sincerely,  
Libby Boos

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

Mon, Oct 8, 2018 at 1:34 PM

To: [REDACTED]

Ms. Boos,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Sincerely,

Fredericksburg Relief Route Study Project Team

[Quoted text hidden]

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Jane Bowersox  
Address: [REDACTED]  
Email: [REDACTED]

Comment:  
Please do NOT use #7 - goes over our house  
" " " " #8 - cuts our subdivision in half  
What do you think  
that does to my quiet living & more importantly the  
value of my property. I purchased out of town to be  
protected from trucks & noise - simple use Friendship lane.  
Think into future and move it out farther.  
Truckers will use it if they don't like Main St.  
OR  
- use 12 to 11 - keep it easy -

(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 October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org), and search "Relief Route Task Force," or contact Joe Muck at: [joe.muck@txdot.gov](mailto: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](mailto: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 Tuesday, October 9, 2018, to be included in the official record of this public workshop.

Bowersox



October 6, 2018

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

TxDOT Austin District  
P.O. Box 15426  
Austin, TX 78761-5426

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**RE: Fredericksburg Relief Route Study**

Greetings:

I would like to provide my input regarding the Fredericksburg Relief Route. **My wife and I are vehemently opposed to the routes that include Segments 3, 4, 5, 7, 8, and 9** displayed at the 24-September-2018 community meeting we attended at the Fredericksburg High School gym.

I know this is not an emotional issue for you but it is for my wife and I as well as many folks that have owned property here for many years and also those that have recently bought property, retired and built homes in the study area. As retirees we have owned our property for about 20 years and invested life savings in a new home 12 years ago. We reasonably expected to be able to live here till we died or at least till we were old and feeble. This is the hope of many, many of our neighbors. These are notable concerns:

1. Should our homes be confiscated for this highway construction, we all know the evaluation will be far below market value. Financially, losing our homes at a substantial loss will be devastating. Even keeping our homes but having continuous road noise and increased traffic nearby will greatly reduce the value of our homes & property.

2. What is equally important is the quality of life that must be surrendered if our home, property and serenity are destroyed. We live in a rural subdivision on 12 peaceful, secluded acres. It is quiet, peaceful and as private as we want to make it. The terrain is hilltop, a deep ravine, and a sloping meadow with scattered oak trees. The view west is nearly 5 miles with gorgeous sunsets. The western and northern part is heavy wooded with mostly oaks & cedar while the south and east contain enclosing tree lines. A tank that I installed, provides 100 gallons of water to wildlife each day and is monitored by a trailcam providing 1000's of wildlife photographs each month. Native plants & bird feeders draw birds of all types. Wildlife seen each day varies but includes whitetail deer, turkeys, armadillos, opossums, raccoons, foxes, coyotes, bobcats, feral cats, an occasional wild pig & axis deer. A stray red stag visited here for 5 months till he went home for the rut. Mountain lion tracks have been identified here but it was not seen. Our home and location are ideal for our lifestyle & personalities,
3. With good neighbors and being located about 4 miles from the conveniences of town, it is a short trip to satisfy our basic medical, hospital, shopping, restaurant and entertainment requirements. It would be **VERY DIFFICULT** for a retired couple to replace or reconstruct this utopia again anywhere else.

The delay by prior administrations at TxDot, the Fredericksburg city government and Gillespie County commissioners, has put our homes in jeopardy. This was a project to get trucks off Main Street. Somewhere it turned from a city bypass to a county relief route. Officials, for more than 20 years, have continually kicked this project down the road for the next administrations. Back about 13-15 years ago, these Officials focused on a very credible plan for a route entirely within the city of Fredericksburg. Nothing was done but many folks in our immediate area, including my wife & me, used this focus to make the decision to buy property and/or build expensive homes that are now subject to destruction. The lack of adequate planning and appropriate action by prior governing Officials now has our country dream homes and our futures in peril.

It is time to solve this truck route dilemma. **We recommend a route closest to the city, OR a longer route that can be developed to disrupt the fewest homes.**

A short route closest to the city is probably the cheapest, easiest and fastest to build and will cause minimal disruption to peoples' lives.

A long route, even outside the study area, will allow for future growth, can be developed to minimize the impact on the fewest home sites, and will provide the greatest safety from the perceived dangers of hazardous truck cargos. It should be noted that every time a trucker has to stop for a traffic signal, wait, start out, run through the gears, maneuver tight turns & parking autos, it costs them valuable time and fuel; they will happily travel a longer route to avoid these headaches. Late night traffic can be discouraged and controlled by signage. Speed limits and traffic lights. The argument that truckers will not take a longer route is simply not accurate. As traffic volume and congestion increases, so does the truckers' desire to avoid the city center.

**We therefore, are not opposed to route segments 1 or 11.**

We appreciate the opportunity to be involved in this gravely important Route Study. Thank you

Sincerely,

  
H. Richard Bowersox

Jane A. Bowersox

**CC: Task Force Members**

Charles Olfers	101 W. Main Street, Fredericksburg, TX
Donnie Schuch	101 W. Main Street, Fredericksburg, TX
Cord Switzer	247 W. Main Street, Fredericksburg, TX
Linda Langerhans	612 S. Washington Street, Fredericksburg, TX
Bobby Watson	402 Sycamore, Fredericksburg, TX
Kory Keller	P.O. Box 393, Fredericksburg, TX
Jim Jarreau	138 E. Main Street, Fredericksburg, TX
Tim Lehmborg	302 E. Austin Street, Fredericksburg, TX
Dan Mittel 231	W. Main Street, Fredericksburg, TX
Peggy Matli	4836 White Oak Road, Fredericksburg, TX

10/9/2018

Gmail - Fredericksburg Relief Route Study Comment Form



Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

## Fredericksburg Relief Route Study Comment Form

2 messages

Linn & Beth Brady [REDACTED]  
To: FredericksburgReliefRoute@gmail.com

Sun, Oct 7, 2018 at 2:42 PM

### Fredericksburg Relief Route Study

Public Workshop – September 24, 2018 – Fredericksburg High School Gymnasium  
Comment Form

Name: Linn & Beth Brady

Address: [REDACTED]

Email: [REDACTED]

Date: 10/7/2018

Comment:

Below are our comments regarding the relief routes presented in the September 24 meeting.

However, before we get to them, we want to say that routes 1, 3, 5 and 8 should be removed from consideration. They clearly do not meet the first of the stated goals on page 13 of the September 24 display boards document. Also, they are outside the bounds of the original study area presented to the community in November of 2015. When we finally learned of the expansion of the study area (after the Sept 24, 2018 community meeting), we contacted our near neighbors and like us, each and every one of them had no knowledge of the expansion and thus had decided that the best thing to do was leave the vetting to those most affected by the routing. Due to this lack of participation based on flawed communications on the part of the committee, the comments received and the results of your surveys are biased and therefore not valid.

That said, here are our comments. Please count this communication as two votes for each opinion.

#### Comments on the Sept. 2018 Fredericksburg Relief Route Options

- Generic comments/questions
  - The three-lane TXDOT design just doesn't work. One slow driver ties up the traffic since there is no passing lane (the turn lane prevents use of the opposite direction lane for passing). We have experienced this outside of Austin many times and it was a mess. Just ask any trucker what he thinks about a one-lane, no-passing situation in a rural area.
  - Why are the only routes being considered bypassing town to the south? Most trucks seem to come in 290E and leave on 87N. A northern route would also work for them
  - If the route is to have limited crossings, how are the ranchers whose land is split to get from one part to the other?
- Rte 1 is the wrong one

10/9/2018

Gmail - Fredericksburg Relief Route Study Comment Form

- Rte 1 goes thru our living room and crosses a big portion of the rest of the property. Why is there a swerve in Route 1 in the NW corner?
- A major portion of Rte 1 is outside the study area, thus should not even be considered since folks that live outside the study area weren't inclined to pay a lot of attention since they supposedly wouldn't be affected.
- Our land is valuable
  - Property has been a wildlife and land sanctuary for 22 years. We maintain a study habitat (kill fire ants, leave harvester ants and survey) for threatened Texas Horned Lizards. We trap & kill parasitic cowbirds to lessen the number of them and maintain old-growth Ashe Junipers on land for the endangered Golden-cheeked Warbler, Black-capped Vireo (according to TP&W, we are in their habitat area) and other songbirds. Native plants are nourished and encouraged. There are no domestic animals on it which would eat up the native vegetation.
  - Indian artifacts have been found on our property and it can be assumed that they would be all along Live Oak Creek since it is a major source of permanent water
  - The property has several stands of native hickory trees which are not frequently found in the area and many huge, old live oaks stands (the kind that TV folks like to show being destroyed).
- Outer routes (1,3,5) vs inner routes (8,9,11)
  - The shorter inner routes would cost less because there would be less right-of-way to purchase, fewer miles to pave and maintain, fewer big stream crossings and the topography is more conducive to cheaper construction.
  - Outer routes would disturb the wetlands of Live Oak Creek whose springs that feed it (several on this property) are in the right-of-way. It in turn is the creek that feeds Lady Bird Park
  - The outer routes go through some of the few remaining areas in the study area covered with native trees. It is bad enough that most county land has been converted to pasture land, but do we have to convert it to truck routes? Just look at the relief route map and see where the dark green areas are.
  - The inner routes would disturb less land and fewer of the native animals
  - Truckers will not be as inclined to take the really long routes 1, 3 and 5. Fuel is expensive.
  - If a bypass route is to help those in the city limits, then it should be as close as feasibly possible to those being helped and not discombobulate the lives of those who don't really have the problem.
  - We moved out in the country to stay away from downtown. Now most city residents want to move the downtown congestion to those of us outside the city so that they won't have it. This is not fair!
  - Outer routes will split more ranchers' lands, making it hard to tend animals and crops. This will result in lots more farm equipment crossing the truck route. And how will the cows/goats/sheep get from one field to another?
  - Outer routes would have expensive (high bridge) crossings of Live Oak and Honey Creeks (eleven foot floods are not unknown).
  - Outer routes fail the first of the 4 goals and objectives listed on the display boards at the 9/24/18 meeting
- Bad process
  - Need to talk to truckers as to which, if any, routes truckers would be loath to use and why
  - You created a poster advertising the meetings, but it was not distributed to folks in the country. They were just expected to "know" that they needed to respond. We have contacted our near neighbors and not a one of them knew of the Sept 24 meeting: this all feels like our government at work making sure that what they want happens.
  - In the relief route prelim report dated Nov 2015, the outer routes are not even in the area to be considered for relief routes. People outside the original designated area believed the writers and their participation in the process rightfully diminished. People inside the original design went to the May meeting and voted to have the route outside their area, skewing the results that were presented in the September meeting. This is NOT an example of open government. It is a case of bait-and-switch. It looks like what happens when big money gets involved.
- Conclusion
  - Given all the above, we would vote for Route 10-9 as it fits the criteria best and allows for some growth inside the loop. If you have to have more growth room, Route 6-8 would come in as a second best route, but the problems listed at the beginning concerning a lack of transparency would exist for it.

10/9/2018

Gmail - Fredericksburg Relief Route Study Comment Form



Virus-free. [www.avast.com](http://www.avast.com)

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

Mon, Oct 8, 2018 at 3:59 PM

To: [REDACTED]

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Sincerely,

Fredericksburg Relief Route Study Project Team

[Quoted text hidden]

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): ALLEN BRECHER.  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

Comment:  
MINIMIZE ROW - MOVE OPPOSING ROWS CLOSER TOGETHER  
INSTALL BARRIERS ON MEDIAN - CONSTRUCT MOST  
FEASIBLE SHORTEST ROUTE TO REDUCE TOTAL COST  
\* NEED TO CONSIDER TRAVEL TIME TO GO  
AROUND CITY VS DRIVING THROUGH TOWN  
LIMIT ACCESS TO NONFRONTAGE ROADS EXCEPT  
FOR (CONTINUOUS) EXCEPT FOR LAND LOCKED  
PROPERTY (ALL LOCAL ACCESS ONLY)  
BUILD AS ACCESS LIMITED ROADWAY

(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 October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org), and search "Relief Route Task Force," or contact Joe Muck at: [joe.muck@txdot.gov](mailto: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](mailto:FredericksburgReliefRoute@gmail.com) or by mail at:  
CP&Y Attn: Fredericksburg Relief Route Study  
13809 Research Blvd., Suite 300  
Austin, TX 78750

10/9/2018

Gmail - Relief Route Concern



Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

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## Relief Route Concern

3 messages

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**Gary Brunner** [REDACTED]  
To: joe.muck@txdot.gov, fredericksburgreliefroute@gmail.com

Mon, Sep 24, 2018 at 8:46 PM

Relief Route Task Force:

After tonight's meeting, another thought occurred to me regarding the relief route. As you know, speed limits have decreased on the outskirts of Fredericksburg. They will likely continue to be decreased for safety reasons. Development, including wineries and a new brewery, will create congestion that dictates lower limits.

So, it really doesn't make sense to slow traffic from Stonewall on westbound 290, for example, then step it up to 70 mph when going through town on the relief route.

Giving those truckers the option to get around Fredericksburg at 70 mph makes all kinds of sense, but that can only happen if the relief route deviates from 290 (and 16 and 87) far enough out so that they're not required to slow down before they get to it.

Thanks for the opportunity to make this point.

Gary Brunner

---

**Fredericksburg Relief Route** <fredericksburgreliefroute@gmail.com>  
[REDACTED]

Wed, Sep 26, 2018 at 3:07 PM

Mr. Brunner,  
Thank you for your email. We will send your concern to the project team and get back to you as soon as possible.  
[Quoted text hidden]

---

**Fredericksburg Relief Route** <fredericksburgreliefroute@gmail.com>  
To: Gary Brunner [REDACTED]

Mon, Oct 1, 2018 at 2:46 PM

Mr. Brunner,  
We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.  
Thank you.  
[Quoted text hidden]

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Gary Brunner  
Address: [REDACTED]  
Email: [REDACTED]

Comment:

I think the route that does the widest traverse around the urban area has the best chance of achieving the sought relief. The town is expanding fast, and by the time the relief route is completed, will be well past any route that is too close in. Also, keeping that speed limit at 70 mph will be the best inducement to get truckers to use it.

I also think TxDOT should consider other alternatives to get heavy traffic around Gillespie County.

(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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Written comments will be received and accepted by the project team via email at [FredericksburgReliefRoute@gmail.com](mailto:FredericksburgReliefRoute@gmail.com) or by mail at:  
CP&Y Attn: Fredericksburg Relief Route Study  
13809 Research Blvd., Suite 300  
Austin, TX 78750

10/9/2018

Gmail - Relief Routes



Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

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## Relief Routes

2 messages

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**Gary Brunner** [REDACTED]  
To: FredericksburgReliefRoute@gmail.com

Thu, Oct 4, 2018 at 9:50 AM

We hosted a Royal Oaks Loop neighborhood meeting yesterday evening to discuss the relief route concepts currently under consideration. It was a good discussion, and I want to share my take from it with the task force.

**Cost:** Although it seems obvious that the shorter routes would involve less cost, how that relates to specific tax payers isn't clear. It's our understanding that Gillespie County/Fredericksburg taxpayers would bear the brunt of right of way acquisition, while State taxpayers would be liable, via TxDOT, for construction costs. Since land values are typically higher closer to town, acquisition could very well exceed the cost of acquiring more property farther out. So, the advantage to local taxpayers is unclear.

The cost to Texas taxpayers for construction is appropriate, since providing more effective cargo transport routing from the east and south to the north and west is a benefit that goes well beyond Gillespie County. So, getting the most effective route around Fredericksburg, over the long term, should get equal or greater emphasis than merely choosing the cheapest route to build.

**Effectiveness:** What is the most effective route? Our group discussed what's happening in Fredericksburg and the likelihood of growth in future. There are two different dynamics that influence transportation to and through the town.

One dynamic is that Fredericksburg has become, and will continue to be, a destination. People visit here, and that will probably increase in the future. Fortunately, these visitors don't drive 18 wheelers. However, the supplies needed by retailers who are servicing these visitors are usually delivered by trucks -- sometimes large trucks. Providing a relief route around town will do nothing to mitigate this local truck traffic. It will persist in and around Main Street.

Secondly, since the urban area of Fredericksburg continues to expand, speed limits for traffic entering the town will get lower as safety issues dictate. We've already seen it on east 290. As heavy, large trucks approach the urban area, they will need to slow down and perhaps even stop -- well before getting to any relief route that is located too close in.

A better solution could possibly be to enhance existing north/northwest routes outside of Gillespie County, such as 71 from Austin and/or 83 from Junction. These could connect to the four lane highway at Brady and Eden, providing relatively smooth sailing for truckers heading into north and west Texas.

Barring that, a relief route around Fredericksburg should be placed as far out as possible, to ensure that it is effective over the long term. Given the current study area, that would be route 1.

Thank you,

Gary Brunner

---

**Fredericksburg Relief Route** <fredericksburgreliefroute@gmail.com>  
To: Gary Brunner [REDACTED]

Thu, Oct 4, 2018 at 11:22 AM

Mr. Brunner,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Thank you.

[Quoted text hidden]

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Sharon Joy Brunner  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

Comment:  
As far out as possible (Rte #1) is  
important - Keep trucks as far away from  
our quaint town core + its neighboring homes/  
communities. Divert trucks off of 290 E  
at earliest opportunity + then have them  
join Hwy 87 out as far as possible!  
Thank you ...

(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 October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org), and search "Relief Route Task Force," or contact Joe Muck at: [joe.muck@txdot.gov](mailto: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](mailto:FredericksburgReliefRoute@gmail.com) or by mail at:  
CP&Y Attn: Fredericksburg Relief Route Study  
13809 Research Blvd., Suite 300  
Austin, TX 78750

10/9/2018

Gmail - RE: TxDOT Internet E-Mail

Sent: Monday, September 24, 2018 10:23 PM  
To: Joseph Muck; Cathy Kratz  
Subject: TxDOT Internet E-Mail

Name: Mr. Carroll bryla [REDACTED]  
Address:

[REDACTED]

Phone:

[REDACTED]

Requested Contact Method: Email

Reason for Contact: Customer Service  
Complaint: No

Comment: Please forward a copy of the proposed alternate routes.

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

---

**Joseph Muck** <[Joe.Muck@txdot.gov](mailto:Joe.Muck@txdot.gov)>

Wed, Sep 26, 2018 at 1:43 PM

To: [REDACTED]

Cc: "Fredericksburg Relief Route (fredericksburgreliefroute@gmail.com)" <[fredericksburgreliefroute@gmail.com](mailto:fredericksburgreliefroute@gmail.com)>

I attached the resources, and see below for the link.

---

Please click on the link to open it: <https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/austin/0927180.html>

Thanks

Joe

---

**From:** Carroll Bryla [mailto:[REDACTED]]  
**Sent:** Wednesday, September 26, 2018 1:09 PM  
**To:** Joseph Muck  
**Subject:** Re: TxDOT Internet E-Mail

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.

Just checking in, thanks.

---

**From:** Joseph Muck <[Joe.Muck@txdot.gov](mailto:Joe.Muck@txdot.gov)>  
**Sent:** Tuesday, September 25, 2018 10:15 AM  
**To:** [REDACTED]  
**Subject:** RE: TxDOT Internet E-Mail

10/9/2018

Gmail - RE: TxDOT Internet E-Mail

The routes and resources from last night are being uploaded to the project website today. When we have confirmation they are available, I will send you a link to them.

Thanks  
Joe

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

From: [REDACTED]  
Sent: Monday, September 24, 2018 10:23 PM  
To: Joseph Muck; Cathy Kratz  
Subject: TxDOT Internet E-Mail

Name: Mr. Carroll bryla [REDACTED]  
Address:

[REDACTED]

Phone:

[REDACTED]

Requested Contact Method: Email

Reason for Contact: Customer Service  
Complaint: No

---

Comment: Please forward a copy of the proposed alternate routes.

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

.....  
*A Texas Department of Transportation (TxDOT) message*



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**8 attachments**

-  **Frequently Asked Questions.pdf**  
89K
-  **Letter from the Fredericksburg Relief Route Task Force.pdf**  
55K
-  **Right of Way Process.pdf**  
117K
-  **Comment Form.pdf**  
72K
-  **Conceptual Route Options Map.pdf**  
1339K

10/9/2018

Gmail - RE: TxDOT Internet E-Mail

Please add me to the list to receive updates. Carroll Bryla

10/9/2018

Gmail - Route #1 is the best relief route



Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

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## Route #1 is the best relief route

2 messages

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**Sharon Brunner** [REDACTED]  
To: Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Fri, Oct 5, 2018 at 8:28 AM

To the Task Force:

After much consideration, I support **Route #1 as the best route** for the proposed Fredericksburg Relief Route. Several of our neighbors gathered at our home on Royal Oaks Loop to go over the map of the relief options and to discuss the route. Many pro's and con's of various routes were considered, but we strongly felt that Route #1 would best provide the truck/traffic relief needed for Main St., the core of the town, and the community as a whole.

Route #1 would get trucks/traffic off of 290E farther out before they got too close to Main St. and the surrounding businesses' activities. Route #1 would intersect 290W and 87N farther away from the "Y" and the new Conference Center (and the west-end growth/development expected from it). Route #1 would also be more conducive to the wide high-speed highway that is needed for the relief route to be successful... and it will serve the town better and longer as it inevitably grows west along 290W. If you place the relief route closer in, we strongly feel it will become obsolete and even an obstacle before long.

Also, a closer-in route will unnecessarily chop up the town and the neighborhoods immediately surrounding it. Our town has a real sense of community and it does not stop at the city limits. There are close-in neighborhoods that should not be divided from the town by such a wide highway... nor should they be subjected to such high-speed traffic going by or through their quiet neighborhoods. Routes #9 and #11 would do just that and we neighbors are strongly against those two routes!

Thank you for the opportunity to provide input into the process; we hope you'll strongly consider our feedback.

Sharon Joy Brunner  
Fredericksburg, Texas

---

**Fredericksburg Relief Route** <fredericksburgreliefroute@gmail.com>  
To: [REDACTED]

Fri, Oct 5, 2018 at 4:38 PM

Ms. Brunner,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Sincerely,

Fredericksburg Relief Route Study Project Team

[Quoted text hidden]

10/9/2018

Gmail - Relief routes



Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

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## Relief routes

2 messages

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**Peggy Burdett** [REDACTED]  
To: fredericksburgreliefroute@gmail.com

Sat, Oct 6, 2018 at 3:26 PM

Gentlemen:

My wife and I bought our small farm of 104 acres some 13 years ago. We bought where we did to be away from traffic and the crowds in town. We live on a dirt road away from any main roads. However, if you go forward with the route marked in red, you will go through the lower 50 acres of our farm. Since we have been here, we have had long horns and many rescue horses. Your plan would eat up half of our farm. So what do we do with the rescue horses? No one else wants them because most are not rideable. It also leaves us with a house and 50 acres on a main thoroughfare and as a result it would be most difficult to sell. Therefore, we strongly protest the proposed route going across German Lane.

There is already a 4 lane road called Friendship Lane. Although it does not have a median between the lanes going in opposite directions, it is the same configuration as hwy 290 where it meets with Friendship Lane. In addition, it already exists so it would be much cheaper than having to condemn additional property and build the road.

We sincerely hope you take our views into consideration.

Respectfully,  
Malcolm and Peggy Burdett  
[REDACTED]  
Sent from my iPad

---

**Fredericksburg Relief Route** <fredericksburgreliefroute@gmail.com>  
To: [REDACTED]

Mon, Oct 8, 2018 at 1:13 PM

Mr. and Ms. Burdett,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Sincerely,

Fredericksburg Relief Route Study Project Team

[Quoted text hidden]

10/9/2018

Gmail - Relief Routes



Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

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## Relief Routes

2 messages

David Campbell [REDACTED]  
To: FredericksburgReliefRoute@gmail.com

Fri, Sep 28, 2018 at 6:05 PM

I am writing to express my extreme concern with routes 7 and 8 above highway 290. I understand you all have a very difficult job trying to find a route around Fredericksburg for a limited access 70mph highway that nobody wants near them. However, Route 8 would destroy a large subdivision (Settler's Ridge) with expensive homes. Route 8 slices through the middle of Settler's Ridge bisecting both Oxen Trail and Homestead Drive. This would leave 1/2 the subdivision with no access out of the subdivision and destroy the neighborhood. The value of these 40+ homes with million dollar values would plummet.

Route 8 through Settler's Ridge would also be extremely expensive. New roads would have to be built to give residents access out of the subdivision. The limited access road would have to go over a major hill which would be expensive. Finally, a lot of money would need to be spent buying people out. Lawsuits would be guaranteed if people are not adequately compensated for the drop in values.

Route 7 will have a lessor impact on Settler's Ridge, but it would still be huge.

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Route 2/4 and Route 9 would be better too but they will still be ruining subdivisions, affecting Settler's Ridge and other homes.

Route 11/12 or Route 1 would probably be best as they would affect the least number of homes. Route 11/12 should probably be the cheapest and have the least impact on property owners as it is the shortest route.

However, I wish you all would look at a more palatable road than the one proposed. A limited access road as proposed divides properties, destroys homes, and splits our community into various pockets because of the size and nature of the road. It also would be of limited value to Gillespie County residents except to get trucks off of Main Street.

On the other hand, if we built a 45mph inner loop around the city, utilizing existing roads where possible, we could have a road that not only gets trucks off main street, but would have utility for local residents who would be able to use it. It also would be far cheaper. A 70mph limited access bypass has a lot more value to the state than it does to our local community.

If we need a 70mph highway then route 1 would probably be the best as it would not affect many homeowners.

Dave Campbell



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Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>  
To: [REDACTED]

Mon, Oct 1, 2018 at 2:39 PM

Mr. Campbell,  
We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Thank you.

[Quoted text hidden]

10/9/2018

Gmail - Comments on conceptual route options



Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

## Comments on conceptual route options

2 messages

Raymond Christenson [REDACTED]

Sun, Oct 7, 2018 at 2:36 PM

To: fredericksburgreliefroute@gmail.com

Cc: Mayer Dee [REDACTED], Hawkins Glen [REDACTED]

The yellow or number six route:

This route seems to be the most reasonable usable route of all of them. The length of the route is not excessive. Access would be effective for emergency vehicles. Access and usability would be welcomed by all including the truckers and surely would seem easily engineered and built.

The red or number three route:

Half the route is isolated by the river from future access by the city. The length of the route is much longer. The plus for this route of course is it creates a bridge over the river that has been needed for some time by all of those who live on center point road. Highway 16 is in the flood plane at the proposed location. The plus for this location is that a much shorter bridge could be designed as the river current is much faster here than at the site on the blue route resulting in a higher bridge from the river elevation. The design of the bridge would be impacted less by the flood waters than other possible locations. It is assumed that the relief route would be elevated to minimize flood water impact on the use of the relief route. Highway 16 has flooded in the past at both conceptual bridge sites. The river road would need repositioned to access the relief route.

The blue or number one route:

The route is much much longer. The assumption is that the longer route will impact less residential properties while adding much more land to the road easement. The first consideration would seem to be the multiple conflicts with the proposed pipeline which appears to be following the existing pipeline easements.

The rush to create natural gas products for export would seem to be on the side of the pipeline. Be aware that the pipeline easement and the bridge location on the blue route are in conflict. It is understood that the bridge location on the blue route will also reroute the river road and eliminate the problem with ongoing flood damage to this road. Be aware that the river property at this location is a large deposit of sand. The sand and timber (I have a sawmill) are the two main reasons that I own this river property.

It is assumed that this bridge would need to be much longer to prevent damming flood waters as the river starting at the bridge site levels off causing the water to spread out as the current is slowed by the change in direction and minimal elevation drop. It is also recognized that much fill material would be needed to create the elevated road base which would extend across a long distance to higher elevation. This much fill would significantly alter adjacent higher elevation areas to supply that volume of suitable materials. We like many others have a significant part of a lifetime of savings in the property impacted by the blue route so all the details of and reasons for such a route are important to us and are of much concern. After saying that the river property would be well used as a bridge site. The impact on the rest of the homesite is a different matter.

Contact me if you have questions .

[REDACTED]  
Raymond and Caryl Christenson

Sent from my iPhone

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Mon, Oct 8, 2018 at 1:17 PM

To: [REDACTED]

Mr. and Ms. Christenson,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Sincerely,

Fredericksburg Relief Route Study Project Team

[Quoted text hidden]

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): JEANNETTE LEYENDECKER CONN

Address:

Email:

Comment:

I am not able to do the survey on the computer, but hope that this will help. My family homestead is at 16 South and Leyendecker Rd. My grand father purchased the acreage in 1902 and built a home there and the 113 year old home is still being used by the family. I would hate to have such a busy route cross this land. The traffic noise can be very loud as it is. I would think Tiny Old Road would be an easier route. I know nothing about the many other routes so really can't comment on them.

(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 October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org), and search "Relief Route Task Force," or contact Joe Muck at: [joe.muck@txdot.gov](mailto: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](mailto: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 Tuesday, October 9, 2018, to be included in the official record of this public workshop.

Carol Cook

10-5-18

CP#7

attn: Sup. Relief Route  
Study

13809 Research

Suite 300

Austin, Tx. 78750

To Whomever May Concern,

I live at [REDACTED]

I oppose putting the  
Sup. Relief Route across  
Hayden Knob Rd. It's too  
far out & would be more  
costly than a road closer  
in that it already is a  
road, such as the Upper  
Livesak Rd.

Thank-you for your  
consideration.

Carol Cook



Native American Rights Fund

M50541

10/9/2018

Gmail - Proposed Route # 6



Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

## Proposed Route # 6

2 messages

Jane Crenwelge [REDACTED]  
To: "FredericksburgReliefRoute@gmail.com" <FredericksburgReliefRoute@gmail.com>

Tue, Oct 9, 2018 at 2:01 AM

All -

I can't believe you would spend millions of dollars to build a bypass around Fredericksburg – a town of about 10,000 – to satisfy a small number of people. I am sure half the people living in the community could probably care less. The primary reason given for needing the bypass is the 18-wheeler traffic through town. But the statistics don't support this as a significant issue! There have only been 5 deaths along major highways within the Fredericksburg city limits (per inquiry with the Gillespie County Sheriff's Department). Another argument for the need for a bypass is that the volume of traffic is destroying the buildings on Main Street. However, there has not been a single scientific study cited as support of that assertion. It is only the opinion of those voicing it. I contend that it is only a very small but vocal minority that is in support of this project!!!!

Of the routes proposed – I am specifically **opposed to option #6** which would split my property in half and come within just a few feet of our home. The proposed path – taking a 400ft easement – would completely destroy our family farm! We are actually a family that has been farming this land since the original land grants in the 1850's. We are native to Fredericksburg and have been stewards of the land for over 150 years – surviving floods and droughts but never thinking that our land could just be taken and destroyed right in front of us! This proposed path would take our prime cultivatable land – impairing our ability to plant fields to feed our livestock (both sheep and cattle). We routinely utilize the cropland for oats and hay production – with this route – it would no longer be an option.

Cutting our property in half utilizing our prime farmland would leave us with only property in the floodplain on each side (Pedernales River on one side and creek bottom on the other). Access for us and our livestock will be significantly impaired as we will not have the ability to move them freely on our own land. What do we do when a flooding event is anticipated??? Will the City of Fredericksburg come out and shelter our animals???

Without the protection of our open cropland – our animals are also more vulnerable to the predators in the area (coyotes, foxes, etc.) that make their homes in the river and creek area as well. Our deer and axis population will also be forced to retreat – affecting our ability to feed our family each year. We are hunters for meat – not horns – like most of the tourist hunters that come to Gillespie County!

The path proposed would significantly reduce the market value of our remaining land as the majority of the parts remaining would all be in documented floodplain! If we attempted to continue the farm – we would need to invest in additional barns and pens to have them on both sides of the new road. How would we get livestock back and forth? What about fencing that will need to be maintained? What about the construction by-products that will scar the land forever? What about the noise only feet from our home?

As mentioned above, our land has been in the family since the 1850's. There is a high likelihood that Indian settlements and artifacts are located on our property. When our live oak trees were being trenched for prevention of oak wilt in 1994 – trenching had to be stopped due to the discovery of artifacts. Ultimately the work was allowed to continue because funding of the project did not come from a federal source. It was funded by us as the property owner. If funding had been from a federal source – an environmental study would have been required – and that was by 1994 standards. What would that standard be today with a significant increase in federal environmental regulations? Therefore - route #6 will also likely result in significant additional costs for environmental studies and possible required protection of the area.

We are very much opposed to option #6!

Sincerely,

10/9/2018

Gmail - Proposed Route # 6

Jane Crenwelge

---

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

Tue, Oct 9, 2018 at 11:08 AM

To: [REDACTED]

Ms. Crenwelge,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Sincerely,

Fredericksburg Relief Route Study Project Team

[Quoted text hidden]

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print):

Yermit (Sen wegae)

Address:

Email:

Comment:

I like route 3 (red). Route 6 totally destroys my property, possibly move the route a bit further north so it avoids my ~~house~~ property.

This property has been passed down for generations (1850s). Please look at property that has been recently bought or a lot newer than my property (owned for fewer years than ours).

There are a lot of pecan trees on my property. Don't destroy them.

(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 October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org), and search "Relief Route Task Force," or contact Joe Muck at: [joe.muck@txdot.gov](mailto: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](mailto: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 Tuesday, October 9, 2018, to be included in the official record of this public workshop.

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Kermit  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

Comment:

I don't think you should build it  
the costs are prohibitive. A 4-lane  
highway is too expensive - it cost  
approximately  $\$7.5$ /mile to build  
and that doesn't include ROW acquisition

TxDOT could use the money much  
more effectively in other parts of  
the state.

The hype over the big trucks running  
through downtown is not truly  
realistic to the real world.

Easy way out is eliminate the  
tourists. You don't want to see the trucks

(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

City people are benefitting,  
the country people suffer.  
because they're supposed to give  
up their land.

because they don't buy anything  
and before October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org),  
and search "Relief Route Task Force," or  
contact Joe Muck at:

joemuck@txdot.gov or 512.715.5702.  
disturb the rest of the tourists

Written comments will be received and accepted by the  
project team via email at

FredericksburgReliefRoute@gmail.com  
or by mail at:

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13809 Research Blvd., Suite 300  
Austin, TX 78750

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

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

Comment:

If the main intent of a relief route is to take trucks off of main street, the idea of an interstate highway is not necessary. An interstate highway at proposed routes 10 and 12 would reduce the charm of the city and divide the multi-use farmlands from town.

It would appear that a road designed like Friendship Lane would be adequate. It would save money by reducing the amount of property needed for a right of way, regardless of which routes are chosen.

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

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Shawn & Krista Danz  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

Comment:

AFTER Attending the presentation I feel the  
inside Routes Plan 10, 11 + 12 should be heavily  
considered FOR the bypass construction.

(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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and search "Relief Route Task Force," or  
contact Joe Muck at:  
[joe.muck@txdot.gov](mailto:joe.muck@txdot.gov) or 512.715.5702.

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# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): CAROL DARLING S. A. A.  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

Comment: Route 7 way south of town is  
best

(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 October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org), and search "Relief Route Task Force," or contact Joe Muck at: [joe.muck@txdot.gov](mailto: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](mailto: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 Tuesday, October 9, 2018, to be included in the official record of this public workshop.

Albert Dwarshus

6908 RR 1376 Fredericksburg, TX 78624

asd@ctesc.net

Comment:

The route that crosses my property is Route 3, at Highway 290. It would divide my property by one half or one third (1/3) and two thirds (2/3) depending on its location. The property on west side of the route would be shaped like a right triangle with the Relief Route on the long side and Highway 290 on the base side. Because of the proximity to the Pedernales River Bridge, I doubt if TxDOT would give me access to my property off Highway 290. Since that would be the beginning of the route off Hwy 290 again access could be limited, greatly reducing the value and use of the property.

In my opinion having a relief route so close to the Pedernales River Bridge would create a hazard for traffic turning on and off both roads. Coming from Fredericksburg going East, there is a curve, then the bridge and installing another road and stop light would be dangerous.

Assuming you have a stop light at Highway 290 and the Relief Route and another at Highway 290, and Ranch Road 1376, that would cause a traffic problem. The distance between the two is not that far apart. There would be two stop lights about a half mile from one another. Also, it would virtually kill the use of Cain City Road on to highway 290. Another factor regarding the placement of Route 3 at highway 290, is the River. TxDOT extended the rebuilding of the Bridge three hundred feet East to deal with the erosion caused by flooding of the river. Why build a road with the potential of flooding. This area has been under water in the past.

Assuming the use of the Relief Route is 15 to 20 years away and the growth of the city at its current growth rate, this route would be like adding another Friendship Lane. By the time it's usable, it will be within the city traffic pattern like Friendship Lane. If you think not, then why not extend Friendship Lane to highway 290 and highway 87N? It would cost less and take less time.

My recommendation would be to extend Friendship Lane to highway 290 and highway 87N.

## Fredericksburg Relief Route Study Conceptual Route Options

We are highly in disfavor and would like to discourage routes 1, 2, 3 and 4. Through these routes, there are homesteads dating back 150 years and there are active farming and ranching families of 5 and 6 generations that are still active in producing food and still running livestock for market, along with the deer and wild game grazing. Families that live in this area have chosen to be out and away from town and the extra traffic. Putting a truck route through these ranches would be devastating.

Route 1, 2 and 3 are more than twice the distance of the other routes which would add extremely to the cost of construction, including building bridges on these routes over the Pedernales River to carry these trucks; the cost would be extensive compared to route 7, 8, 9 or 11. Route 1 and 2 would also impair land owners to get to their river frontage.

This truck relief has been spoken about for many many years; now taking action on this, our town has grown and changed with more traffic around 7, 8 and 9. Route 9 already has more traffic existing which makes sense to keep the route in that area. I am sure that there are many people that are discouraged and may not want this going through their property, but growth and change has already happened in these areas with many businesses which have already brought more traffic on these suggested routes, along with an RV Park around route 9, It would make more sense to keep the route close to where businesses are since this area is already impacted with more traffic, AND NOT build this through quiet family ranches and homesteads as 1, 2 or 3.

Route 11 is very favorable due to the shorter distance, keeping cost of construction down and capable of solving traffic problems within the city limits.

It just makes more sense to choose the routes with shorter distances. Route 1 or 2 or 3 should never be considered.

Thank you for considering routes 7, 8, 9, 11.



(Linda Eckhardt)

10/9/2018

Gmail - Relief Route Letter



Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

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## Relief Route Letter

2 messages

**B-beilers** [REDACTED]  
To: FredericksburgReliefRoute@gmail.com

Mon, Oct 8, 2018 at 7:23 PM

TO WHOM IT MAY CONCERN;

I have taken the Survey Monkey and do not fully understand all the different routes. I DO understand that the routes 7 and 8 would deeply impact the welfare and safety of my family. The route that comes down

PHILLIPS-SEMMLER rd would totally eliminate the land purchased by our sons and would run right over their houses and completely destroy the property that is used for livestock.

PHILLIPS-SEMMLER RD is a private rd. .Our family chose not to let that private road become a county road. It would have come approximately 60 feet in front of the house.

The other route either 7 or 8 would run through the neighbors fields and across the back of our land. From these routes ,our family and others living on PHILLIPS -SEMMLER Rd would be sandwiched

between the routes of 7 and 8. we beg and plead not to let this happen to our homestead.

I have lived in Fredericksburg for most of my 73 years I worked at HCM hospital as an RN supervisor for 30 years . I do not recall any major accidents or fatalities from the trucks coming down Main Street.

Fredericksburg must cater to the tourists and tourism that our city depends on. Please do not forget the early pioneers ,farmers and ranchers who have worked many years to keep Fredericksburg and the surrounding area alive. Our land and resources are very valuable to the people of this community.

,Sincerely

Barbara and Buddy Eilers  
[REDACTED]

October 8,2018

E-mail---[REDACTED]

B

---

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

Tue, Oct 9, 2018 at 11:04 AM

To: [REDACTED]

Mr. and Ms. Eilers,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Sincerely,

Fredericksburg Relief Route Study Project Team

[Quoted text hidden]

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Candy + Happy Feller

Address: 

Email: 

Comment:

Please consider the elimination of route 7, 8, and 9. The entrance/exit from highway 87 interrupts historic rock homes and future nearby developm

The loop will take years to complete and the city will continue to grow. These routes are TOO CLOSE TO TOWN.

The northwest 87 cluster (7, 8, 9) is much closer in than the 290 East possibilities. At least go further out on NW 87!! This is unfair. Growth is on both ends of town.

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

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From: Happy Feller [REDACTED] Sent: Wednesday, September 26, 2018 4:26 PM  
To: Joseph Muck Cc: Doyle Moellering; Clinton Bailey

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. Dear Mr. Muck, My name is James "Happy" Feller. I'm a 5th generation Fredericksburg German. My wife and I have had the privilege of reviewing your various bypass options for our hometown. We recently purchased acreage (approx. 178 acres) contiguous on the northside of Wilhelm Road. We are in the process of building our retirement home on the south end of that property. It is too late to stop those building wheels in motion. Sadly, we noticed a couple of options would slice through this property. This would not only split our property in half, it would be expensive considering the building plans already underway. However, we did notice one of your options used Gold Road. In driving in that area, and reviewing each option, it is my humble opinion the Gold Road option would be the most desirable and least costly. If you have any questions regarding my observations, please feel free to contact me. Respectfully,

James "Happy" Feller

---

Happy Feller TeleDynamics

Office: [REDACTED]

address: [REDACTED]

10/9/2018

Gmail - Fw: Relief Route



Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

---

**Fw: Relief Route**

1 message

---

**Donnie Schuch** [REDACTED]  
To: Fredericksburg Relief Route <FredericksburgReliefRoute@gmail.com>  
Cc: Happy Feller [REDACTED]

Mon, Oct 1, 2018 at 9:38 AM

Please add these comments to your project files.

Donnie Schuch

Gillespie County Commissioner - Pct. 4

[REDACTED]

[REDACTED]

---

**From:** Happy Feller [REDACTED]  
**Sent:** Friday, September 28, 2018 4:53 PM  
**To:** Donnie Schuch  
**Subject:** Relief Route

Just made it to Fbg. and Candy showed me routes. Routes 7, 8 and 9 would pass through the property we recently purchased from the Schlaudt's and Ben Hartmann. We bought this property for our retirement home and we can't stop those wheels of progress. These improvements are quite costly. And, if it comes to that fate, I would request full reimbursement. 7 and 8 split the property into two pieces completely destroying what we are building. And, these two routes also cut through Settler's Ridge- another costly headache for the tax payers too. 9 cuts off the front edge of the property we bought from Ben Hartmann on 87. This also makes no sense- especially at that angle. That angle would create an intersection nightmare.

In looking at all the routes, 11 makes sense if you can utilize Gold Road to extend through to 87. And, from a cost standpoint, would probably be the least expensive.

Next, I like route 1. With the fast growth of Fbg., a more outer loop/bypass makes the most sense in the long run.

Donnie, thank you for allowing me to express my thoughts on this relief route. You will get resistance on any route. But, the way I see it, these routes I favor represent the best choices.



Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

### Proposed Relief Route for Fredericksburg

2 messages

Sun, Oct 7, 2018 at 3:37 PM

To: FredericksburgReliefRoute@gmail.com

Name (Please Print): Katherine D. Foster

Address: [Redacted]

Email: [Redacted]

Comment:

Regarding "Relief Route" proposed Route 1:

This proposed route is about 6.7 miles from the intersection of Hwys. 16 and 290 in the center of Fredericksburg.

#### Problems:

1. This route is the longest, which would make its construction the most expensive not only because of the distance, but also because of the number of water crossings (which means bridges and environmental impacts).
2. It is assumed than an interchange would be required at the intersection of proposed Route 1 "Relief Route" and Hwy. 16 to provide access to Fredericksburg, Kerrville and I-10. Because of the proximity of the Pedernales River to Rte. 16 at the junction of this proposed route, there would seem to be no safe, logical way to provide an intersection. Keep in mind that Hwy. 16 is a two-lane, 70 mph highway at the intersection point. Traffic flowing from the north on Hwy. 16 would reach this intersection immediately after coming around "Dead Man's Curve." There would clearly be issues with either a traffic light or access ramps so close to this natural obstacle.
3. A proper relief route should enhance the transportation and route options for local residents as well as for truckers passing through. Given the large distance between proposed Route 1 and the town of Fredericksburg, it seems to me that the "relief route" would not provide any benefit to the residents of Fredericksburg or a large portion of Gillespie County, and only help large truck traffic. While I understand the benefits of routing trucks away from town, using a very expensive route alternative for what would be a very light traffic load seems foolish. A close-in route would benefit local residents and truckers. There would be better value because usage would be higher and construction costs would be much lower.

Many of my concerns with Route 1 can also be said of Route 3.

Thank you.

Katherine Foster



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10/9/2018

Gmail - Proposed Relief Route for Fredericksburg

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

(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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- Austin, TX 78750

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---

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

Mon, Oct 8, 2018 at 1:32 PM

To: [REDACTED]

Ms. Foster,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Sincerely,

Fredericksburg Relief Route Study Project Team

[Quoted text hidden]

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Gerald Fritz  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

Comment:  
I feel changing parking angle on  
main would and get rid of 10 feet  
in middle would certainly help-  
MAIN STREET 95 IT IS TOTAL  
DISASTER TO DRIVE ON WEEK-END

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



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Glenda Fritz

Address:

Email:



Comment:

Route 9 is not feasible because  
① large elevation changes  
② impact small properties; one house completely in route  
③ engineering aspect would be quite a challenge.  
④ not geologically sound, sink holes  
\* Go to the route #1 ~~or~~ #3 - or (#2) is even better  
⑤ Route 9 impacts storage units and net Clinic <sup>see the</sup> petition  
⑥ Routes closer to town would attract more trucks <sup>we signed</sup>  
after first meeting

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



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Susan Fritz - Compassionate Care Veterinary Hosp.  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

Kevin Fritz, \_\_\_\_\_ ABC Self Storage,  
Some email address.

Comment:

- 1) As of now my business Compassionate Care Veterinary Hospital  
could still be impacted by Route 11
- 2) My husbands business ABC Self Storage could be impacted  
by Route 9.
- 3) In my opinion Routes 7-8-9-11 are still too close to town.  
With the development of the new convention center Main Street  
is expected to grow North of town. Within a few years  
this route will be too close - just like 1604 had to be  
developed to relieve congestion in San Antonio. <sup>on 410</sup> At that  
point we will be taxed to build another loop. Can tourism cover the
- 4) Cost of ~~building~~ purchasing land & right of ways in 7-8-9-11  
and will affect the largest majority of people. I realize that  
right of ways purchased at 1-3 need to take in consideration of  
accessibility of farmers & ranchers whose land is split by the  
loop.
- 5) The biggest noise is being made by people in the tourist cover

(Texas Transportation Code, §201.811(a)(5)):  
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industry for this loop. However they have the least amount to lose. Please take into ~~the~~ consideration that these families that may be losing their businesses, homes, or heritage have nothing to gain from this loop. We have already lost our town to tourist. Now you are asking us to give up our heritage.

10/9/2018

Gmail - Relief Route



Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

---

## Relief Route

2 messages

---

**papa delag** [REDACTED]  
To: fredericksburgreliefroute@gmail.com

Fri, Sep 28, 2018 at 5:09 PM

My issue is buying up land for the purpose of the route.

You are buying family homes and property and it should be purchased as such and not as a right of way (ROW). It is not fair to those who own the land and homes to be unfairly taken advantage of because of poor planning on the part of city and county.

If a home and property is valued at FMV as a home do not discount it as ROW due tot the route.

You must keep people whole and not take away the equity that they have long held on to.

Paul Garza  
[REDACTED]

---

**Fredericksburg Relief Route** <fredericksburgreliefroute@gmail.com>  
To: [REDACTED]

Mon, Oct 1, 2018 at 2:01 PM

[We appreciate your input and letting us know your concerns. This will be added to our public record.](#)

[Quoted text hidden]

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Mandy Leistweidt  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

Comment:  
Use Friendship Lane - Originally proposed to be the loop. You can make it work. If you go way out people will not come back to FBH. Your lodging orgs. The road will also disrupt critical habitat and waterways that can never be repaired. The pedernales is a beautiful local tourist attraction that will be dirty and trashed. This dirt and trash will travel. The noise and influence of a loop will change your quaint quiet Fredericksburg forever!  
We own a business in town - 3rd largest revenue maker - our trucks will not travel 5 miles out and come back. They will have straight through. The North still has no access.  
Larger problem is 290 and deaths as a whole.  
Stay Close - Use what is already here - Friendship

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



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Comment Form

Name (Please Print): John Gonzalez  
Address: [REDACTED]  
Email: [REDACTED]

Comment:  
AGAINST RT # 3.  
AFFECTS 1/2 OF OUR ACREAGE.

(Texas Transportation Code, §201.811(a)(5)):  
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Name: Carolyn Gross

Address: [REDACTED]

EMAIL: [REDACTED]

Relief Routes 9 and 11 appear to me to make the most sense. It seems that the path of least resistance would be the routes that are closest to town. Route 11 appears closest to the substation on 87 and that land has already been compromised by the existing powerlines in addition to the fact that some right of ways have already been secured.

The distance of the bypass would be less with route 9 or 11 than with route 1&2. Route 11 appears to be 12 miles shorter than route 1. One might also assume that the cost of 9 or 11 would therefore be less of a burden on the tax payors. We are required to assume because there has not been a cost estimate associated with each route. And why is that?

I want to strongly state that if this route is built it is be mandatory and enforced requiring commercial motor vehicles take this route unless they have a delivery in town. What good is all this discussion and planning if the 18 wheelers that would otherwise pass through downtown are not required to use the bypass?

---

Feel free to contact me if you have any questions or concerns. If you have a cost study related to each of these planned routes, please send them to me.

Sincerely

[REDACTED]

Carolyn Gross

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Brian Haque  
Address: [Redacted]  
Email: [Redacted]

Comment:  
This was an excellent presentation of the issues  
and the computer questionnaire was outstanding!!  
Thank you!  
Brian I. Haque  
Thanks to all your staff!

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



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Camron W. [Redacted]  
Address: [Redacted]  
Email: [Redacted]

Comment:

PLEASE MOVE THIS AS FAR OUT AS POSSIBLE TO ALLOW  
FREDERICKSBURG TO EXPAND "WITHIN THE LOOP." THIS  
MEANS PLEASE DO NOT SELECT ROUTES 7, 8, 9 & 11 AT A  
MINIMUM.

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



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): David Hartmann  
Address: [REDACTED]  
Email: [REDACTED]

Comment:

There is no need to satisfy 70 mph traffic. Purpose of bypass is first to get trucks off of Main Street and as such speed is not the objective.

There is no need to make it as wide as planned. Something akin to width of US 290 (with accommodating new codes)

Remember this bypass is to get trucks off main street and NOT for economic development!

Consider segments that for example are the best option for connecting 290 to 290 and best option to connect 87 to 290. This may mean using 290 as part of the bypass.

Fredericksburg is an agricultural community and many of the bypass options affect farmers - who could care less about trucks on main street. So in essence you are asking farmers to bear the brunt of this bypass and these same farmers will not benefit but must "pay the bill" with family land.

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



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): David Hartmann  
Address: [REDACTED]  
Email: [REDACTED]

Comment:

Regarding the options for the bypass route, most of the options affect farmland. This becomes an obvious choice simply because it is open space. In reality it is an unfair result to the end-result of what a farmer does for this community. Use of family farmland is a dramatic and devastating impact. It has a far reaching impact on the future of food production, in addition to consuming family farmland that will never be again used for that purpose.

Bottom line - destroying farmland has not only near term adverse effects but long term affects the ability of community to continue feeding people.

(Texas Transportation Code, §201.811(a)(5)):  
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Fredericksburg Relief Route &lt;fredericksburgreliefroute@gmail.com&gt;

---

**Relief route study Fredericksburg**

2 messages

**James Hartmann** [REDACTED]  
To: FredericksburgReliefRoute@gmail.com

Fri, Sep 28, 2018 at 6:57 PM

I attended the relief route study on September 24th and here are my comments:

1) The route should address two concerns:

- a) Truck route around Main Street
- b) Residence conveniences

1a) Everybody agrees that large trucks need to be re-routed around Main Street

1b) City of Fredericksburg residents and Gillespie county residents will be ask to pay and sacrifice real estate for this project so the route should be as close to town as possible so that residence are able to use the newly constructed route. Friendship lane has allowed many residence relief from downtown traffic.

2). Future plans should include an entire loop around the city. Fredericksburg will continue to grow for the foreseeable future therefore a northern route should be included as a proposed 25 year plan.

3) This is a question. Why are so many large trucks with high loads coming through Fbg? Is there an issue with Interstate 10 which has them detoured?

Thanks,  
James

Sent from my iPad

---

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

To: [REDACTED] Mon, Oct 1, 2018 at 2:27 PM

Mr. Hartmann,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record. We will send your question to the project team and get back with you as soon as possible.

Thank you.

[Quoted text hidden]

10/9/2018

Gmail - Relief Route



Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

---

## Relief Route

2 messages

---

**Patty Hoban** [REDACTED]  
To: FredericksburgReliefRoute@gmail.com

Thu, Oct 4, 2018 at 11:54 AM

Hello,

I'm writing to express my thoughts on the Fredericksburg Relief Route. I am very concerned about any of the segments that run parallel to the Pedernales River. Even though segments 6 and 3 are technically "outside" the flood plain, surely the massive flooding in Wimberley and Houston in the past few years are seared into our memories. Those were "1000-year floods", but they just recently happened. In light of that, it seems like we'd be playing Russian Roulette to use segment 6 or 3. Then there is the issue about laws that protect archeological sites. It is well known that Indians camped by the Pedernales. In light of the National Historic Preservation Act of 1966 and The Antiquities Code of Texas, how can you ensure that you would not be disrupting old Indian camp grounds? I read that environmental issues will be taken into account, but surely the Texas Historical Commission will also need to be informed.

I'm for the routes that are farthest from town (segment 1) or closest to town (segments 12, 9, and 11). If you are going to do this, get your money's worth and do it farthest away from town since Fredericksburg is growing so fast. On the other hand, it seems so much simpler, timelier, and less costly to use routes 12 and 9 or 11. The route closest to town would certainly alleviate traffic in town as many residents are apt to use it.

Thank you,  
Patty Hoban  
[REDACTED]

---

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

Thu, Oct 4, 2018 at 6:08 PM

To: [REDACTED]

Ms. Hoban,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Sincerely,

Fredericksburg Relief Route Study Project Team

[Quoted text hidden]



Fredericksburg Relief Route &lt;fredericksburgreliefroute@gmail.com&gt;

**FBG Relief Route Public Comment**

2 messages

**Richard Hoban** [REDACTED]  
To: Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Wed, Oct 3, 2018 at 4:21 PM

After reviewing and analyzing the Conceptual Route Options unveiled at the September 24, 2018 public workshop, I have the following comments.

There seem to be several factors that are the most important in considering which route to select: 1. Distance (overall length of route) - which would definitely impact the cost of the project and, potentially usage, 2. On/off locations from/to US87 and US290 - which could impact usage, 3. Location with respect to the sensitive Pedernales River and surrounding flood plains, 4. Location with respect to town and the impact on current and future development, and 5. On/off ramps - will there be any and, if so, where?

In applying these factors to the proposed routes, it seems to me that the logical and best options would be those either the closest to town/shortest overall length OR the furthest from town/longest overall length. **Segments 3, 6 and 10** - the two options in the "middle" (using US290 as a starting point) seem to be the worst of all the choices since these options do nothing well. In addition, those "middle" routes are too close to the Pedernales River (see further discussion below).

With respect to the other options (using starting points on US290), it appears segments 1 or 12 would be best.

With respect to Segment 12 (and connecting to segment 9), this would be the shortest and cheapest route and, presumably the one with the most local driver usage assuming there are no "on" or "off" exits/on ramps at US87. It is closest to town and, as such, perhaps the more initially disruptive than other options, but once complete, it would not impact future development. It is furthest from the sensitive Pedernales River and potential flooding. If usage is deemed critical and I presume it is, a route consisting of Segments 12/9 would be the best for LOCAL drivers. For example, more local drivers from the east side of town would use the Segment 12/9 route if their destination was going to be on US87 North or US290 West and those same drivers would not "backtrack" further east on 290 with segments 10, 6, 3 and 1. The reverse would be true for local drivers on the northwest side of town.

With respect to Segment 1, it is furthest from town and presumably would be least disruptive but the longest and most expensive route. It is far from the Pedernales River and flood areas which is very good. It would allow for future growth and development of FBG. Segment 1 would be better than Segment 3 or 6 as it would not encroach on the sensitive Pedernales River and surrounding flood plains like Segments 3 and 6. However, it would be the best route if there was access to/from the relief route at US87 South. **Segment 1 WITH ON/OFF ACCESS AT US87 is the BEST SOLUTION.** Drivers driving north on US87 from Comfort (with FBG not being their destination) could access the relief route at this point and either connect with US290 in either direction OR continue north to US 87 North. This would NOT be an option for the other segments. Since large trucks (particularly those using US87 to connect with US290) and safety seem to have been the impetus for this project, Segment 1 with on/off access at US87 would seem to be the best overall choice.

All other route options are "compromises" and don't maximize the best solutions to the critical factors such as the "extreme route options" of Segment 1 and Segments 9 and 12.

10/9/2018

Gmail - FBG Relief Route Public Comment

The relief route should stay clear of the Pedernales River which could be negatively impacted with fuel spills, noise and construction that will be disruptive to the wildlife riparian area that the river provides, and most Indian artifact locations are near the River. Also, I believe that while the flood plain area on your map may be the "official" 100-year flood plain, I am aware of numerous instances flooding as occurred outside those areas in years past.

Respectfully submitted,  
Richard W. Hoban  
FBG, TX  
[REDACTED]

---

**Fredericksburg Relief Route** <fredericksburgreliefroute@gmail.com>  
To: [REDACTED]

Thu, Oct 4, 2018 at 6:00 PM

Mr. Hoban,  
We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

---

Sincerely,  
Fredericksburg Relief Route Study Project Team

[Quoted text hidden]

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Tom Hutter  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

Comment:

I'm sure glad I don't have your difficult task  
My NIMBY concern relates to route ~~140~~ #1  
London Rd is the prettiest country lane in  
Biltspie Co., frequented with hikers, bicyclists,  
& cars/motorcycles. It is home to beautiful  
homes, old ranches, fields of wildflowers,  
and myriad animals. Pls don't ruin it!  
Such pristine & bucolic countryside  
should not be developed or disturbed by  
highways.

Can thru truck traffic be banned from  
Fredericksburg?  
Can Friendship <sup>Ln</sup> be bulked up for increased  
traffic?

(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 October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org),  
and search "Relief Route Task Force," or  
contact Joe Muck at:  
[joe.muck@txdot.gov](mailto: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](mailto: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 Tuesday, October 9, 2018, to be included in the official record of this public workshop.

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Trudy Hutton  
Address: [REDACTED]  
Email: [REDACTED]

Comment:  
Rts #6 to #8 to 87 N looks flat & most  
efficient  
Rt #1 crosses Loudon RD - Loudon is  
a very popular cycling / jogging  
road for locals AND Tourists

(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



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): DAN A. JENKINS  
Address: [REDACTED]  
Email: [REDACTED]

Comment:

I think the blue Rt. #1 is the best choice for city & County. This blue Rt. #1 is the furthest out from city and Main St. This blue Rt. #1 will allow for future growth. We have to plan for next 30 years. This blue Rt. #1 will be less disruptive to homes and business. The blue Rt. #1 should be a more buildable Rt. Land value may be less the further away from Main St.

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

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Austin, TX 78750

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): *Patricia B. Tobe*  
Address: [Redacted]  
Email: [Redacted]

Comment:  
*Thank you all for the amazingly clear, organized, and spacious layout of this session. There was plenty of space and time for interactions.*

*These planning efforts are always difficult, with prevailing sentiments of NIMBY, but we really do need to do this.*

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

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Fredericksburg Relief Route &lt;fredericksburgreliefroute@gmail.com&gt;

---

**Comments**

2 messages

**Hugh Jons** [REDACTED]

Sat, Sep 29, 2018 at 4:13 PM

To: "FredericksburgReliefRoute@gmail.com" &lt;FredericksburgReliefRoute@gmail.com&gt;

I am in favor of a relief route. However, i believe it should be located on one of the outter route options...namely Option #1 - Blue Route.

My understanding of the purpose of the route is to "relieve" or separate town from highway traffic...for a number of reasons including safety, congestion, noise, etc...

A 400' right-of-way on/off ramp access highway speed loop as proposed is clearly meant to handle/maintain highway traffic and NOT town traffic. There is nothing currently in town or outside of town even remotely close to this type of roadway. A route proximity of such a roadway too close to town comingles the two very reasons for the need of a loop...ie...separation of town and highway.

This comingling could (1) interfere with the proper flow of town traffic, (2) interfere with and restrict the planned growth of town, (3) frustrate (and potentially completely change) the unique nature of town culture, (4) pollute town with highway noise, (5) restrict healthy land use (ie...town/rural/industrial/commercial/etc) balance, and (6) prevent appropriate loop use (ie...restricted speed limits, increased and therefore congested on/off ramps, increased bridge needs, etc...).

An outter loop should be positioned far enough out to allow for proper town expansion, and should not be forced into the already existing in-town land use plan thereby creating forced and invasive land use changes. Put it far enough out for clear separation between town and rural, allowing proper and natural growth planning to occur around the loop...without forceful/unnatural interference.

Also, i wanted to mention another practical concern i'm sure shared by many in the community. It is my understanding that this route has been contemplated for many decades with no consensus reached. This process of identifying potential routes creates public information that has the potential to severely impact property values. For instance, one proposed route goes directly over my house. Whatever the result of this effort (verifying a route or not)...please do not allow the "proposed routes" to linger beyond what is necessary to make a determination of "go or no-go" on the deal. Select a route or publically reject them all...clearly and without equivocation. Failure to do so severely and unfairly affects property values.

Thank you for public comment on this, as well as all your hard work.

Hugh Jons  
Vice President  
J3 Company LLC

---

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

Wed, Oct 3, 2018 at 9:59 AM

To: [REDACTED]

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Thank you.

[Quoted text hidden]

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): TEMPLE KLETT  
Address: [REDACTED]  
Email: [REDACTED]

Comment:  
THE NW TERMINATION <sup>AND</sup> ~~OF~~ ENTRANCE OF  
RTS 789 DIRECTLY IMPACT MY HISTORIC  
ROCK HOUSE AS WELL AS THREE OF MY NEIGHBORS.  
LARGE OAK TREES, PECANS, AND OTHER  
TREES WOULD HAVE TO BE REMOVED AS WELL.  
THE PROPOSED EXITS TO 87N ARE BASICALLY  
TOO CLOSE TO TOWN ANYWAY.  
THE DRAINAGE SYSTEM OF BARON'S  
CREEK WOULD <sup>ALSO</sup> BE ADVERSELY AFFECTED.  
\* -> GO WITH A ROUTE FURTHER OUT OF  
TOWN TO ALLOW FOR FURTHER EXPANSION.  
TKlett

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

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Austin, TX 78750

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Christy Klokker  
Address: [REDACTED]  
Email: [REDACTED]

Comment: Not 9 or 11 please!  
Both too close in  
#9 takes out my home!!!

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



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Carol Kraus

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Comment:

Have another home on Pyka for 2 handicapped sons  
in a group home. I don't want the loud noise going  
& coming on Kerrville Hwy. to have noise keeping  
them awake. I know how much noise big trucks  
make when they come to a stop light.

(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



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Jerome & Genevieve Kraus

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Comment:

See ENCLOSED

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

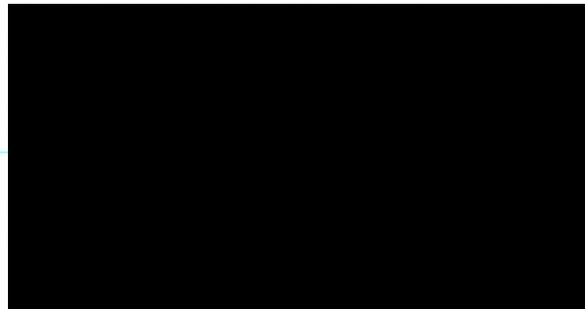
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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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

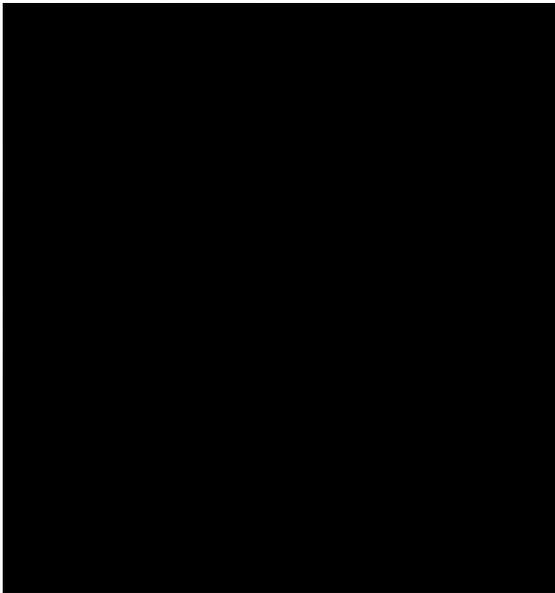
## **Jerome and Genevieve Kraus Farm**

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 150<sup>th</sup> 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 30<sup>th</sup> Annual Family Land Heritage Program and signed by the Texas Agriculture Commissioner Susan Combs on March 18, 2005.

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Kraus Property County ID #'s



## **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 potentially 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 customer 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.

11/14/01

WEST ←

KRAUS FAMILY FARM

NORTH ↑

← EAST





Fredericksburg Relief Route &lt;fredericksburgreliefroute@gmail.com&gt;

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**Addendum to my email on September 26th, 2018**

2 messages

**Kroegers** [REDACTED]  
Reply-To: [REDACTED]  
To: FredericksburgReliefRoute@gmail.com

Tue, Oct 9, 2018 at 6:34 AM

Today, you will be seeing flooding along the Llano River in the county northwest of ours. It was caused by 8 inches of rain that fell upstream in Junction. I am presenting this contemporary event as an example of what I have seen many times over the past 40 years on my property (which is bordered by a thousand feet of the Pedernales River ). If that same 8 inches of rain had fallen in Harper at the Pedernales headwaters than a larger portion of that river basin would be flooded than is represented by your map. All that water overflows the river banks and also back flushes into connecting tributaries such as Barron's Creek ( which also runs through the center of my property). Building route #6 of the Fredericksburg bypass through this area would be costly or ( if not in the form of a long elevated bridge) could be flooded completely for as much as 48 hours. I wanted you to better understand why I am opposed to route number 6 as the relief route. I prefer route #1 because it would only require 2 smaller bridges and would be less disruptive to established residents.

Thank you for your consideration of this timely information.

W. Steve Kroeger and Nicole Kroeger  
[REDACTED]

---

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

Tue, Oct 9, 2018 at 11:09 AM

To: Steve Kroeger [REDACTED]

Mr. and Ms. Kroeger,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Sincerely,

Fredericksburg Relief Route Study Project Team

[Quoted text hidden]

9/26/2018

Gmail - Relief Route Study for Fredericksburg



---

## Relief Route Study for Fredericksburg

1 message

Wed, Sep 26, 2018 at 3:48 PM

Kroegers [REDACTED]  
Reply-To: [REDACTED]  
To: FredericksburgReliefRoute@gmail.com

Dear Relief Route Committee,

I am in favor of Route #1 because it has the least effect on established residences.

I am opposed to Route #6 because:

1. It starts off Hwy 290 at an area that is congested with businesses and residences.
2. It travels through a unique historic Indian campground with many Indian artifacts (where Baron's creek intersects the Pedernales river).
3. The Eastern half of this route travels close to the Pedernales River which often floods well beyond the "flood plain" are you have indicated on your maps. This area is often blocked off as impassable during flooding. Building a road that could withstand the floods and stay clear of the water would be very expensive.
4. In addition, a Route here would interfere with an enormous wildlife population living along extended natural river basin.
5. Full disclosure- This route also demolishes my home and farm that I have been working hard for 40 years to build up.

Thank you very much for your time,  
Nicole Kroeger  
[REDACTED]

10/9/2018

Gmail - Controlled access



Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

---

## Controlled access

2 messages

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**Richard Laughlin** [REDACTED]  
To: FredericksburgReliefRoute@gmail.com

Sat, Sep 29, 2018 at 1:35 PM

I believe the route should be a true bypass.

A road w controlled access that prevents a clutter of retail around the loop. I hope we don't loose our sense of central business district like Kerrville, San Marcos or most ever small town that's up and down I35 w pop up franchise come and go businesses. The east end of Main is a disgraceful entry into our city In my opinion a gross mismanagement of growth.

Although I haven't been that way in a while ,Athens Texas has a very scenic bypass that is a good example of controlled access. The Wodlands has done an incredible job of blending retail into the forest by landscapes that hide the "boxes" from the passer-by maintaining a rural feel.

Grow we will , the question is with respect of our past or greed of the dollar.

Thank you

Richard

---

**Fredericksburg Relief Route** <fredericksburgreliefroute@gmail.com>  
To: [REDACTED]

Wed, Oct 3, 2018 at 9:53 AM

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Thank you.

[Quoted text hidden]

Beth Lewis [REDACTED]

Oct 9,  
2018,  
5:00 PM

to FredericksburgReliefRoute

**October 9, 2018**

**Dear Relief Route Task Force Members,**

**Your study of Relief Route Options shows possible routes laid out ONLY on the SOUTH side of town.**

**Just looking at your map, it is striking that the bias of the entire study is based on land to be utilized on the South side of Fredericksburg.**

**It begs the question: Why are there no Relief Route Options to be studied and evaluated on the NORTH side of town? What is the legitimate reason for the apparent bias toward constructing the route around on the South side of town?**

**None of the information that I have found thus far even addresses the possibility of utilizing land around on the North side of Fredericksburg and why or why not such options would be plausible. The bent of the**

**study seems to be entirely toward utilizing land on the South side of town.**

**Why should the burden and potential negative impact of construction of a Relief Route be borne entirely by residents on the South side of Fredericksburg? Why should those residents on the North side of town not share the potential "cost" in terms of sacrifice of homes/land to build a Relief Route around Fredericksburg as well?**

**A Relief Route built around on the South of town will potentially negatively impact subdivisions, businesses, landowners, besides having to build potential bridges over creeks, a river, intersections, etc. Any of the currently proposed routes would be problematic at best.**

**Since the presentation of your study shows an obvious bent for utilizing land around on the South side of town for the Relief Route, then what is the reason that land around on the North side of town should not also be considered a plausible option as well?**

**If all options are indeed "on the table" and up for discussion at this point, it would seem**

**reasonable and prudent that possible Relief Route options around the North side of town should also be under consideration and thus included in your study.**

**Someone has suggested that the reason for the lack of proposed routes around to the North is that it would be "too difficult" to build such a route. So that begs the question, WHY would it be too difficult to build a route around to the North?**

**If the reason for this in any way has to do with Boot Ranch, Stone Ridge, and some of the higher end subdivisions being on the North side of Fredericksburg and the politics involved of not wanting to inconvenience or disrupt the lives of those residents in the very high end neighborhoods, then you folks should be ashamed of yourselves!!!**

**If this is the case, you need to reconsider your proposal options to include possible routes around to the North side of town and make the burden of building this Relief Route "EQUAL" for those residents on BOTH the NORTH and SOUTH sides of town. It is only FAIR that you do that!**

**Thank you for your time and thoughtful  
consideration of this matter.**

---

Beth Lewis [REDACTED]

to FredericksburgReliefRoute

To Whom It May Concern:

My spouse and I have just submitted our survey indicating our preferences for Relief Route Options around Fredericksburg.

In studying the map of proposed routes, it is striking to us that all the proposed route options proceed around to the SOUTH side of town. There are NO Relief Route Options that proceed around to the NORTH side of town.

Why has the burden and the potential negative impact of the proposed Relief Route fallen on those who live SOUTH of town? Why are there no viable options to the NORTH of town? There must be a very significant reason for this that perhaps has been stated in one of the meetings which we were not able to attend.

Nonetheless, we would very much like to know the REASON that proposing routes around to the NORTH side of town is not a workable option.

Thank you for your time and consideration of this matter.

Cordially,

Roger & Berenice Lewis

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Darlene Lichte  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

Comment:

Route 3 would split property -  
resulting in NO water in upper acreage  
being stocked with ~~oh~~ livestock.

(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 October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org),  
and search "Relief Route Task Force," or  
contact Joe Muck at:  
[joe.muck@txdot.gov](mailto: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](mailto: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 Tuesday, October 9, 2018, to be included in the official record of this public workshop.

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Linda Lucksinger

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Comment:

I understand the need for a truck by-pass for the city. I hope the decision-makers will plan for future as well as current growth, and for preserving our heritage. As a property owner of an historical home/homestead that is endangered by 4 of the proposed routes (#'s 7, 8, 9, 11, 10, 12) I am very concerned! These routes are much too close in to deal with current and future growth. We are aware of the poor planning in many cities/towns who have "by-passes" ~~and~~ which did not help their traffic situation (Boerne <sup>for example</sup>). There are towns with good planning - look at TX35 at Rockport - Fulton - Aransas Pass. They built far out and limited some access (in/off) but still have a vital downtown - tourism is our biggest economic impact. Tourists will still come with route #1 as our truck by-pass!

(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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For more information, or to take a survey on or before October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org), and search "Relief Route Task Force," or contact Joe Muck at: [joe.muck@txdot.gov](mailto: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](mailto:FredericksburgReliefRoute@gmail.com) or by mail at:  
CP&Y Attn: Fredericksburg Relief Route Study  
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To: CP&Y Attn: Fredericksburg Relief Route Study  
13809 Research Blvd. Suite 300  
Austin, TX 78750

Delivered via email to [FredericksburgReliefRoute@gmail.com](mailto:FredericksburgReliefRoute@gmail.com)

From: Kathleen and Will Lyles



Date: October 8, 2018

Dear Relief Route Task Force Members,

We completed the survey on this subject, but we have additional comments.

We were recently told that only one member of the task force has a residence in the study area. That does not seem like appropriate representation to us.

We understand the serious need for the relief route, but we and our neighbors purchased land in the county and built our homes for the express purpose of living in the peaceful surroundings of the country. We object that our homes and lifestyle would be in jeopardy to give relief to the City. Routes 7 and 8 would each require destruction of six or more of our neighbor's homes and cause serious devaluation of all of our properties with a roadway coming through here. Our subdivision is called Settler's Ridge, because we are on a ridge. If cost is an issue, there is much flatter terrain on which to build a relief route.

In the 2015 report Friendship Lane was mentioned as part of the route. A closer-in route like this will capture some of the local traffic whereas the routes which add 10+ miles to get from east to west and vice-versa will not be used by locals. For example, I would not use a route adding that many miles to my trip to Walmart on the east side of town from Settler's Ridge on the west (290W); I would go through town. Route #1, adding 19+ miles, would be a good truck route, as they would be required to use it.

We believe the route should be closer to the City, which is the intended beneficiary. Routes starting at 12 and 10 are closer in, but allow for development.



Fredericksburg Relief Route &lt;fredericksburgreliefroute@gmail.com&gt;

**re: Fredericksburg Relief Route**

2 messages

Mary Ann Mayse [REDACTED]  
To: "FredericksburgReliefRoute@gmail.com" <FredericksburgReliefRoute@gmail.com>

Sun, Oct 7, 2018 at 10:17 PM

On 9/24, we were given the opportunity to attend the workshop held in the FHS gym to evaluate the various relief routes designated around Fredericksburg. This was greatly appreciated, and we do agree that a relief route is needed.

Our impression was that TXDOT really does care for input from the people of Gillespie County, and that the Highway Dept. went to a lot of trouble to map out all of the suggested routes gleaned from an earlier meeting that, unfortunately, we were unable to attend.

We came away with many thoughts, some of which I would like to enumerate for your evaluation:

1. Why is just a Southern Route being considered? FM 965 going to Enchanted Rock is heavily travelled, which means Main Street will still carry this traffic.
2. Trucks will continue to go through town to travel to the City of Llano.
3. There is just as much open land to the North of town as to the South.
4. Looking at the current map, Segment 6 is ridiculously so far out of town, very few will use it. The County will never spend the millions of dollars it would take to purchase the right of way. This is true for several of the segments that are so far out.
5. It is our understanding that a SUPER FREEWAY is being planned for this relief route. Is this not overkill? There are NO FREEWAYS now coming into Fredericksburg, much less a SUPER FREEWAY. Would the money not be better spent on improving 16N to the city of Llano and FM965 to Enchanted Rock where cars are stacked on the highway with no place to go causing dangerous situations, especially on a week-end?
6. If this relief route is to be accomplished within the foreseeable future, and Gillespie County will be required to purchase the right of way, TXDOT needs to take into consideration the frugality of the county fathers and the county residents who pay the taxes and will never pass a bond issue of so many millions of dollars to purchase land worth too much to ruin with a SUPER HIGHWAY.
7. We travel Friendship Lane quite frequently and do not understand where the volume of traffic is so great that this cannot be made into a bypass. There are already four undivided lanes, as almost all of the other highways coming into town are, and a turning lane can easily be added. The speed limit on this roadway is ridiculously low at 40 mph, and should be raised now to at least 45 or 50mph. It is currently 45mph in front of the high school and hospital on 16S, where there is so much more congestion!

8. Using existing Friendship Lane will already put the relief route years (and money) ahead, and we will not have to wait another ten years to relieve traffic and save lives on Main Street.
9. There is not that much more land needed to continue Friendship Lane to connect with 290W and 87N. I believe that the majority of both taxpayers and county fathers would approve this route quicker than trying to buy up all of the land required for a SUPER HIGHWAY, which is not needed or wanted.

MOST IMPORTANTLY:

10. Has there been any thought of curtailing truck traffic through Fredericksburg by routing them on Interstate 10 to Junction through Menard to points North and West? This would solve an awful lot of the truck problems on Main Street. We cannot believe that the sand trucks, windmill trucks, oil trucks, gasoline trucks are routed through the downtown area, where there is so much pedestrian traffic and people are getting killed at the crosswalks! Please, please give this alternative route some consideration.

Thank you for the opportunity to put our two cents in; we do greatly appreciate it. We have been Gillespie County residents and taxpayers for 31 years, and hope to continue to be such for many more years to come.

Robert and Mary Ann Mayse



Sent from [Mail](#) for Windows 10

Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>  
To: Mary Ann Mayse [REDACTED]

Mon, Oct 8, 2018 at 1:45 PM

Mr. and Ms. Mayse,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Sincerely,

Fredericksburg Relief Route Study Project Team

25 September 2018

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

Reference: OBSERVATIONS REGARDING PROPOSED FREDERICKSBURG BYPASS

Hello Study Group:

After attending the presentation (my initial one) at the Fredericksburg High School gym on 9/24, I came away with the distinct impression that what is being considered is excessive & unnecessary for accomplishing the need to simply divert truck traffic away from the shopping area of downtown Fredericksburg.

Drawings & conversation at the presentation portray what amounts to an extensive bypass freeway with frontage roads, when all that is necessary is a couple of proximal 2-lane roadways, away from downtown.

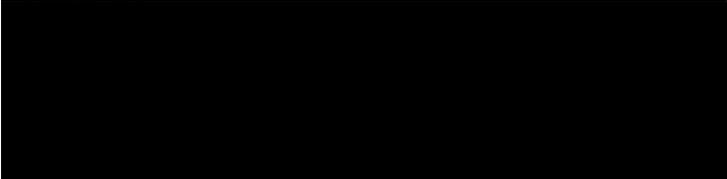
Since there are no other freeways with frontage roads currently operating in Gillespie County, there should be no cost or functional justification for constructing a town-bypass in such an extravagant manner.

The least expensive & most logical resolution to this traffic problem is simply to employ 'already defined, currently existing, & notably close-in' Friendship Lane. Thereby minimized would be additional distance required for trucks to travel, for circumventing Fredericksburg, which lesser distance would translate into an incentive for truckers to utilize such a bypass.

Whatever modifications might be required to further enhance existing Friendship Lane should be accomplishable at a mere fraction of the cost, compared to the grandiose undertaking being described at yesterday's presentation.

I hereby encourage planners of the proposed bypass to consider minimizing cost & area resident disruption, & maximizing utilization of infrastructure already in existence or easily facilitated.

Thank you

  
ROBERT H. MAYSE

e-mail 



Fredericksburg Relief Route &lt;fredericksburgreliefroute@gmail.com&gt;

**Re: Fredericksburg Relief Route Study - Information**

9 messages

**Bob Mayse** [REDACTED]  
To: Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Sat, Sep 29, 2018 at 9:52 AM

Thanks for providing the referenced workshop, & soliciting responsive input. I have not as yet gotten around to taking the online survey, but similarly to my earlier e-mail to Mr. Muck, & also the general e-mail response address, hereinafter is my own view of the issue.

After attending the presentation (my initial one) at the Fredericksburg High School gym on 9/24, I came away with the distinct impression that what is being considered is excessive & unnecessary for accomplishing the primary need to simply divert truck traffic away from the shopping area of downtown Fredericksburg.

Drawings & conversation at the presentation portray what amounts to an extensive & ultra-'expensive' bypass freeway with frontage roads, when all that is necessary are a couple of proximal 2-lane roadways, situated as close as possible to Fredericksburg, while otherwise away from downtown.

Since there are no other freeways with frontage roads currently operating in Gillespie County, there should be no cost or functional justification for constructing a town-bypass in such an extravagant manner as that being considered.

The least expensive & most logical resolution to this traffic problem is to employ 'already defined, currently existing, & notably close-in' Friendship Lane . . . 'perfectly' situated, & substantially already built.

Thereby minimized would be additional distance required for trucks to travel, for circumventing Fredericksburg, which lesser distance would translate into an incentive for truckers to utilize such a bypass. It will do no good to build a far-out bypass, if only few will utilize it.

Whatever modifications might be required to further enhance existing Friendship Lane should be accomplishable at a mere fraction of the cost, compared to the grandiose undertaking being described at the recent presentation.

I hereby encourage planners of the proposed bypass to strongly consider minimizing cost & area resident disruption, & maximizing utilization of infrastructure already in existence or easily improved.

Thank you,

ROBERT H. MAYSE

e-mail [REDACTED]

**From:** Fredericksburg Relief Route  
**Sent:** Friday, September 28, 2018 4:55 PM  
**To:** Fredericksburg Relief Route  
**Subject:** Fredericksburg Relief Route Study - Information

Greetings,



Fredericksburg Relief Route &lt;fredericksburgreliefroute@gmail.com&gt;

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**Fredericksburg Relief Route**

2 messages

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**Stephen F. McLaughlin** [REDACTED] Sun, Sep 30, 2018 at 2:04 PM  
Reply-To: "Stephen F. McLaughlin" [REDACTED]  
To: "FredericksburgReliefRoute@gmail.com" <FredericksburgReliefRoute@gmail.com>  
Cc: Stephen McLaughlin [REDACTED]

My only comment is that the relief route should be moved as far to the south as possible. The routes shown as 11, 12, and others in that area will tear up too much land which is already targeted for integrated developments of various kinds.  
Steve McLaughlin

---

**Fredericksburg Relief Route** <fredericksburgreliefroute@gmail.com> Wed, Oct 3, 2018 at 9:54 AM  
To: [REDACTED]

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Thank you.

[Quoted text hidden]



Fredericksburg Relief Route &lt;fredericksburgreliefroute@gmail.com&gt;

---

**alternate route around Fredericksburg**

2 messages

**Jerrilyn McLerran** [REDACTED]  
To: fredericksburgreliefroute@gmail.com

Sun, Oct 7, 2018 at 5:03 PM

To Whom It May Concern:

Having reviewed the options for alternate routes, I would like to offer a few opinions.

- (1) The option that makes most sense to me is one that is closest in to town and utilizes as many current roads/rights of way as possible. This would reduce the cost of the project as well as the impact on residents/landowners along the route and would have the greatest likelihood of meeting the needs the project is intended to meet (i.e., diverting heavy truck traffic off Main St.).
- (2) The option that makes least sense to me is one that swings farthest away from town and utilizes fewer current roads/rights of way. The cost would be significantly higher and, possibly more importantly, it raises the potential of the route seeing little use when complete. If it takes longer to travel a long route around town rather than down Main St., even with delays of lights and traffic and pedestrians, truckers will likely choose to go through town rather than spend the extra time on a long route around town.
- (3) I don't see a need to extend a route around the north side of Fredericksburg to connect to Hwy. 16 N and Hwy 87 N. I am reasonably sure that Hwy. 16 N gets very little large truck traffic, and Hwy. 87 N can be connected via a southern route.

Thank you for considering my views.

Jerri McLerran

---

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

Mon, Oct 8, 2018 at 1:35 PM

To: [REDACTED]

Ms. McLerran,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Sincerely,

Fredericksburg Relief Route Study Project Team

[Quoted text hidden]

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print):

MARK McPHAIL

Address:

Email:

Comment:

I appreciate the time you are taking getting our input. Something does need to be done, but it again must take into account the integrity of not only our ancestors who built and created the culture that we ~~down~~ down town, but just as important the 150-200 year old farms & ranches that are still being farmed by the same families whose ancestors built & created downtown. These are of historical and ancestral importance. It gives meaning and understanding to the ~~the~~ hardships and hard work these early settlers went through to build the town. The historical society at Santa Redman gave a small demonstration of what life was like, but there are so few 150+ yr family farms, still being farmed by the same families who built the town.

(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 October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org), and search "Relief Route Task Force," or contact Joe Muck at: [joe.muck@txdot.gov](mailto: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](mailto: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 &lt;fredericksburgreliefroute@gmail.com&gt;

**Re: Fredericksburg Relief Route Study - Information**

2 messages

Wed, Oct 3, 2018 at 3:10 PM

To: FredericksburgReliefRoute@gmail.com, [REDACTED]

Hello FBG Relief Route Study Team...

My comments are mainly directed at the part of the suggested route from FM 2093 to US 290W.

The recent workshop that I attended was my third. As I had mentioned to members of the team, at the first and second meetings, there was again the lack of topographic information. This information could have been in the form of maps with contour lines, or a 3D model of the area under consideration.

With that in mind it was interesting to see, at the most recent workshop, that suggested route #1 and #3 are topographically unacceptable for any Relief Route. That fact would have been very evident to workshop attendees, had there been topographic information available at the second workshop. If that information had been available, there is a good possibility that route #1 and #3 would not be shown on the latest maps.

Specifically, the routing for #1 and #3, would be near Hayden-Ranch Road, which is not an easy area to traverse without a tremendous amount of excavation. Not a very economical path.

A better routing, from FM 2093, would be a path just west of the golf course continuing northward and just west of Upper Live Oak Rd. This routing has a gentle slope, with flat open land, up to US 290W. The amount of excavation, for this segment, would be minimal.

My knowledge of the contours from US 290W to US 87N is very limited. There are a lot of ridge lines that can be seen from US 290W, but I could only make a valid suggestion on this routing after seeing a contour map of that area. For that reason, I have no suggestion as to this segment of the Relief Route.

As I have mentioned, at all three workshops, I was very disappointed

at the lack of contour information. I have been given many reasons for the lack of this information, many of which I found to be invalid.

If you are building roads, there are certain characteristics of the land, under consideration, that must be addressed. One of those is the land contours, and maps of same!

At this latest workshop, I was told that there would be contour information at the next one. Also, that there would be cost breakout for each routing, etc. I hope that will be the case.

Thank you for your time and the consideration of my comments, suggestions and criticism.

Don Murray  
[REDACTED]

---

In a message dated 9/28/2018 5:00:33 PM Central Standard Time, [fredericksburgreliefroute@gmail.com](mailto:fredericksburgreliefroute@gmail.com) writes:

Greetings,

Thank you for participating in the public workshop for the Fredericksburg Relief Route Study on September 24<sup>th</sup>. 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 several days. If you were unable to provide input at the workshop, or if someone you know is interested in providing input, written comments are being accepted until October 9, 2018. Written comments should be submitted to:

Email: [FredericksburgReliefRoute@gmail.com](mailto: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 an online survey, visit

<https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/austin/0927180.html>.

The survey will remain open through October 9, 2018.

Sincerely,

Fredericksburg Relief Route Study Project Team

---

**Fredericksburg Relief Route** <[fredericksburgreliefroute@gmail.com](mailto:fredericksburgreliefroute@gmail.com)>

Thu, Oct 4, 2018 at 5:57 PM

To: [REDACTED]

Mr. Murray,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Sincerely,

10/9/2018

Gmail - Re: Fredericksburg Relief Route Study - Information

Fredericksburg Relief Route Project Study Team

[Quoted text hidden]

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): THOMAS NORRIS  
Address: [REDACTED]  
Email: [REDACTED]

Comment:  
Looks like a lot of owners want to move the route  
out as far as you can. Route I will be very noisy for  
us because we live in the valley and the trucks will  
have to climb a long hill going toward ST.  
I would like to know where the trucks come from  
and where they are going. Perhaps there is an  
alternative route beyond the maps you show.  
Few people on S.E., south and S.W. sides of  
Fredericksburg are going to accept your route.  
Maybe we are treating the symptoms rather than the  
problem. The symptoms are too many trucks on  
main street. The problem may be addressed by trying  
to decide why they come this way and then find an  
answer that doesn't involve Fredericksburg.

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

- I am employed by TxDOT
- I do business with TxDOT
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# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): LINDA NORRIS  
Address: [REDACTED]  
Email: [REDACTED]

Comment:

I THINK THE LEAST EXPENSIVE ROUTE WOULD BE ROUTE  
#6 TO #8, VERY FLAT & DIRECT. UPPER LIVE OAK IS ALREADY  
IN BASICALLY.

(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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Written comments will be received and accepted by the project team via email at [FredericksburgReliefRoute@gmail.com](mailto: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 Tuesday, October 9, 2018, to be included in the official record of this public workshop.

Owen S. Parker MD & Priscilla Parker RN

October 8, 2018

To: City of Fredericksburg, Gillespie County, Gillespie County Relief Route Task Force, and Texas Department of Transportation

Ladies & Gentlemen,

We reside at our home on 74.8 acres situated in Gillespie County, Texas, that land being part of the Jose Ygnacio Molasco Survey No. 52, Abstract No. 465, found of record in Volume 287, pages 201-206 of the Real Property Records of Gillespie County, Texas. Our home is at 30°13'4" N 98°56'18" W, at an elevation of 1640 feet.

Our place has been God's gift, blessed with bottomland off the Pedernales, three wells (two with windmills), high-fence, one-half mile entrance road raised eight feet, and a Richard Laughlin rock home under a standing seam metal roof. We have roughly 100 pecan trees, 40 acres of cultivated land, 18 acres of Tifton hayfield, 6 acres of Coastal pasture, and have planted many floral plants for our honey bees (Indian Blanket, Vitex, Lavender, Texas Sage, pollen-producing Sunflowers). We also have a 40x60 ft Mueller metal barn, chicken house, and tool barn. A 47,000-gallon hand-formed concrete cistern collects rain water through four-inch pipes running from downspouts off the roofs.

We came to stay.

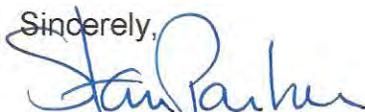
Now, we see that a "route option 1" has been penciled in outside the "Study Area" demarcated on the map titled "Fredericksburg Relief Route Study, Conceptual Route Options". And, we see that this "route option 1" runs right through our home!

If you denote a "Study Area", then why have you now penciled in a route outside that "Study Area"? You did not study this route, but you are now considering it as an option?

Please note:

- Your route option 1 will force us off our land and bulldoze our home.
- This route is adjacent to the conflux of the Pedernales and Bear Creek.
- This route will cross over the Permian Highway 42-inch natural gas pipeline being constructed Fall 2019 across our land.

In summary, we object to your route option 1. Thank you for your consideration of these salient issues.

Sincerely,  
  
Owen S. Parker

  
Priscilla Leger Parker

Stacy Benningfield, CP&Y, 13809 Research Blvd, Suite 300, Austin, TX 78750

Attn: Fredericksburg Relief Route Study

## Fredericksburg Relief Route Study

Public Workshop, September 24, 2018 Fredericksburg High School Gym

### Comment Form

Name: Bill Petmecky

Address: [REDACTED]

Email: [REDACTED]

Comment: After reviewing the proposed routes, and seeing the time table that provides no relief from the heavy truck traffic on Fredericksburg's extremely congested Main Street for a period of at least 10 years, I am further convinced that something in the shape of suggested Route 8, with simple road widening over the initial portion, could move truck traffic off of Main Street in a much shorter period, while the more lengthy portion of the by-pass could be completed over the longer period.

To do this, I suggest starting the by-pass construction at the connection of Hwy. 290 West and Upper Live Oak Road, and continuing south on Upper Live Oak Road until it reaches a point in line with the northern portion of Windsong Lane, where it would be extended across that portion of Windsong to Kerr Road, from which it would turn south to the Tivydale Road, from where it would turn East and continue on a widened Tivydale Road and Friendship Lane to Hwy 290 East at approximately 1511 East Main. The move to Kerr Road would move that connection some distance from the airport.

As an alternative, the route could be altered to turn from Upper Live Oak onto West Live Oak and continue to the point of connection with Kerr Road, turning south on Kerr Road to its point of connection with Tivydale Road.

Since either of these suggested routes would require only the widening of existing rights of way along existing roads through currently lightly developed areas, with very few homes built immediately on the existing roads, generally set back from the needed widening, this could simplify permitting and construction.

I suspect that I may have overlooked some of the problems, but I also suspect that similar problems exist on each of the tentative routes. Primarily, I believe that this route would

provide a means for getting trucks off Main Street in considerably less time than ten years, and would still provide for expanding this loop if that would better provide for the long term solution, without increasing the overall cost of the broader project.

If a much longer loop is selected, a similar approach could be employed, with the temporary route commencing wherever the loop would cross Tivydale Road. Tivydale Road could be widened from that point to Friendship Lane, to serve as a temporary (probably years) loop. With the commercial development already existing on Tivydale Road, that widening at this point would most likely be welcomed by the existing and future developers, and serve the city by providing a commercial area where the trend has already been established.

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

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## MARVIN G. PIPKIN

TELEPHONE

TELECOPIER

October 9, 2018

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

Via email: [FredericksburgReliefRoute@gmail.com](mailto:FredericksburgReliefRoute@gmail.com)

Committee Members:

After reviewing the maps and the information for the proposed Fredericksburg relief route it is easy to see why the earlier Fredericksburg community leaders reached a consensus agreement to utilize Friendship Lane as the relief route. The decision was sound and well founded as a financial decision and as a community policy.

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### BEST ROUTE

The best route to be utilized would be to once again return to the earlier agreed upon Friendship Lane option. While this route was not listed on the conceptual route options, Friendship Lane and an extension of Friendship Lane offer many, many advantages to Fredericksburg. Such advantages include:

1. Friendship Lane has already been widened and expanded to accommodate the potential relief route uses and therefore no right of way would have to be acquired and little additional construction would be required with the utilization of the existing Friendship Lane route.
2. Limited right of way acquisition would be required for an extension of the area between Highway 16 and Highway 290, but that is a very small amount of right of way acquisition when compared to the amount of land and funds which would be required for other routes.
3. There is no reason the bypass route could not terminate at Highway 290 on both the North and the South ends. On the North end this route would allow easy access to 290 West and, with a short jog, easy access to Highway 87 West with minimal modifications to those two intersections. No bridges, cloverleaf or flyover structures would be needed.

4. This is a route which would more likely be utilized and therefore more likely reduce traffic on Main Street more than any other route because it is so much shorter and offers so many advantages to any traveler using the relief route.
5. This route does not require a 400 foot right of way, once again, reducing cost of right of way acquisition not only by length, but by width. This will result in a dramatic decrease in right of way acquisition costs, which will be funded by local tax payers and subject to a local bond election. The recent experience of the City of Fredericksburg with bond elections relating to the children's athletic facility on Highway 16 should speak loudly to the need to minimize costs and expenses to the community and to the taxpayers.
6. The use of Friendship Lane will greatly minimize the disruption to the areas surrounding the proposed relief route.
7. This route will have a minimal number of new tracts to be affected and will impact a minimal number of historical areas and environmentally sensitive areas.
8. Fredericksburg does not need to rebuild Interstate 10 with a 400 foot right of way and bridges, overpasses and/or cloverleaf structures to achieve the community objectives.

#### SECOND BEST ROUTES

Of the proposed conceptual route options, the better routes would be 9, 10, and 11. It is hard to find advantages of a route which would simply parallel and lengthen the existing Friendship Lane route. Once again, the community disruption, the number of tracts and landowners affected by these routes and the additional length all suggest that these routes are not as desirable as the Friendship Lane route, but if a major structure is to be built, these are the best routes.

#### LEAST DESIRABLE ROUTES

For other obvious reasons, the least desirable of the conceptual route options are Routes 1, 2, 3, 4, and 5, which are far too long, destructive, and far too expensive. These routes should not be given serious consideration for the following reasons:

1. Route number 2 does not even fall within the route study area.

2. Why would the property owners of Gillespie County, many of whom moved here for a rural lifestyle be overburdened with the consequences of moving traffic off Fredericksburg's Main Street, which is a problem facing the City of Fredericksburg rather than the County?
3. Reportedly, the routes 1, 2, 3, 4, and 5, have total length as great as 18 to 19 miles. I have no personal knowledge of this distance, but have been informed of this length. Regardless of the length, these routes are so long that the majority of drivers are not going to select the extra time and distance involved to use these routes. Rather they will take a shorter and quicker route through Fredericksburg and be able to enjoy the scenic beauty of Fredericksburg's historic district and Main Street on the way to their destination. Why build a route so long that discourages use?
4. These routes involve the most environmentally sensitive areas of Gillespie County, being the Pedernales River, creeks and waterway feeding into it as well as the pristine upper reaches of Barons Creek. Barons Creek was the primary reason the City of Fredericksburg was located and settled in its current location. The upper reaches of Barons Creek are so pure that it supports very active colonies of watercress in the water and wild mint on the banks. Additionally, the creek bed is literally filled with fresh water mussels which are again a true indicator of perfectly clear and pure water. Where are all of the contamination, runoff and environmental consequences of these proposed routes and the inevitable commercial development going to go? It is going to go into these very waterways which go through the middle of and around Fredericksburg.
5. The total number of landowners affected by Routes 1, 2, 3, 4, and 5, would be many, many times greater than the total number of property owners which would be affected by utilization of Friendship Lane or one of the interior routes. These tracts are larger and will generate much larger condemnation claims and damages since damages to the value of the remainder of each condemned tract are now compensable. Many of these landowners moved to Fredericksburg and settled in the surrounding rural countryside to enjoy the lifestyle and yet these proposed routes impose the burdens of the City's traffic on those landowners.
6. It is my understanding that there are at least 6 and probably more early Gillespie County historical structures which would be destroyed by these routes. This community has worked too hard to preserve its historical culture (and has been too successful in using that culture to sustain the growth of Fredericksburg) to let an over designed relief route destroy that very appeal.

7. These routes would require an enormous amount of engineering and construction to resolve the elevation changes on the northwest end of the route. There is no reason to put these routes through the hills surrounding Fredericksburg. The scars will be seen by the entire community from many miles away.
8. Once again I have no personal knowledge of this, but I have been told that these outer routes would require more than 10 separate bridge structures to cross the Pedernales River, Barons Creek, and various waterways and drainages which support those two water systems. Once again, why would it be preferable or advantageous to build or construct those structures over these waterways when there are much easier, less expensive, more efficient, shorter and more desirable alternatives?
9. These proposed routes would require TXDOT standards including a 400 foot right of way. That is very likely a greater size right of way than exists on 290 West and 87 West. Why would the community need a relief route of that magnitude?

Our community does not need the environmental damage, massive financial impact, taxpayer expense, community devastation, destruction of historical structures and taxpayer funded right of way acquisition costs to build a super highway around Fredericksburg when we have a perfectly acceptable alternative currently available. My wife and I drive Friendship Lane numerous times each week, and have used it over the past twenty-five years. This route is underutilized, carries very little traffic and is very capable of moving sufficient traffic off of Main Street to remove any hazards and/or congestion on Main Street. It is a perfectly logical and for the most part existing route with a nominal cost, expense and level of disruption attached to it. If a relief route is going to be put in place, it should be Friendship Lane and an extension of Friendship Lane. Alternatively for the reasons set forth above, the inside route options should be utilized to accomplish the City's goals at the most efficient price and with the least disruptions and destruction. People love Fredericksburg and move to and visit Fredericksburg because of its historic small town charm and character. We should not replicate major city freeways and destroy the community's character.

Finally, let me congratulate Dave Campbell on his articulate letter to the editor advocating the smaller relief route. Even if the community has to "go it alone" and without TXDOT funding the cost will be less and advantages will be great.

Fredericksburg Relief Route Study  
October 9, 2018  
Page 5

Thank you for your consideration.

Sincerely,

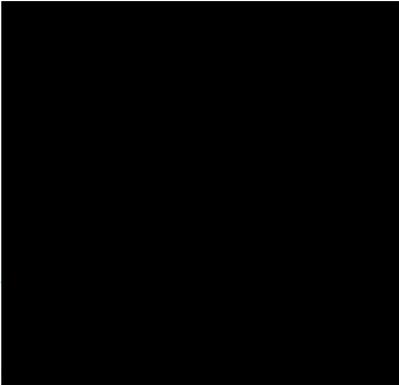


Marvin G. Pipkin

MGP:mls

cc: Donnie Schuch  
Gillespie County Commissioner

Via email:



Curtis Cameron,  
County Commissioner

Via email:

Cord Switzer

Via email:

Jerry Luckenbach, City Council

Via email:

Bobby Watson, City Council



Kory Keller  
Keller Construction Company

Via email:

Jim Jarreau

Via email:

Tim Lehmberg

Via email:

Dan Mittel

Via email:

Peggy Matli

Via email:

Dru Pipkin

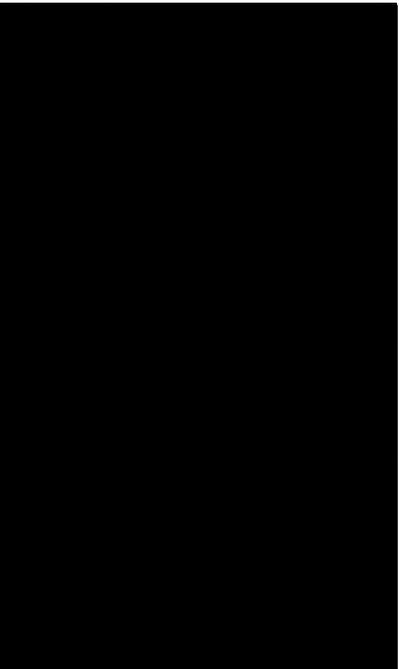
Via email:

J. E. Cauthen

Via email:

Cheri Carter Rothermel

Via email:



Fredericksburg Relief Route Study  
October 9, 2018  
Page 6

Steve Segner

Via email:



Matthew Pipkin

Via email:



# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Calvin Ransleben  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

Comment:

In 2002 TxDOT, the City of Fredericksburg and County developed a plan for a bypass route to ease congestion on Main St. In the interim, since then, businesses and homes have been discouraged to build in this area as it was agreed upon, by all parties, that this would be the best scenario for a bypass. In the present plans Plan 10, 11 & 12 using the inside routes are close to that original route presented which would make sense to incorporate and utilize this idea.

EXP: Gillespie County Livestock Auction, located on Highway St/Hwy 87 has a sheep and goat auction every Tuesday & a cattle auction every Wednesday. Each week they average 3 to 4 thousand sheep & goats and 1500 to 2000 cattle. This means heavy congestion of big rigs, trucks with trailers etc from Mondays through Thursdays. The further out of town a loop would be constructed the less the trucks would use them.

In my opinion the inside three plans would be the routes to be most beneficial.

(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 October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org), and search "Relief Route Task Force," or contact Joe Muck at: [joe.muck@txdot.gov](mailto: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](mailto: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 Tuesday, October 9, 2018, to be included in the official record of this public workshop.

Lisa and Steve Roach

October 5, 2018

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

And delivered via email to FredericksburgReliefRoute@gmail.com

Re: Fredericksburg Relief Route Study – September 24 Public Workshop

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Dear Study Team:

We are new to the area, having purchased a home in the Settlers Ridge Estates subdivision west of Fredericksburg and north of Hwy 290 in 2017. The subdivision consists of lots ranging in size from 4 to 12 acres held by 8 single and 40 couple owners, the majority of whom are over 65. Several owners are disabled and veterans. There are very few vacant lots in the neighborhood and those with homes are all owner-occupied as the owners' primary residence. The homes and lots together vary in market value from roughly \$600,000 to over \$2,000,000. The semi-rural nature of the subdivision, the fabulous scenic views, and the proximity to town all make it a very desirable neighborhood which is why we chose to make our home here after a three-year search.

Several of us attended the Public Workshop on September 24, 2018, to gather information for our neighborhood. We are sympathetic to the city of Fredericksburg's need to reduce heavy traffic from Main Street, however, we are strongly opposed to that being accomplished at the expense of residential property owners in Gillespie County. Our concerns are detailed below.

#### Objections to Process

We were flabbergasted upon seeing the proposed routes and learning about the process for generating them. While we appreciate the effort to include the community in developing a solution, allowing untrained community members to simply draw lines on a map and then consolidating those lines into "viable" route options seems counterproductive to us, especially since a detailed traffic analysis is yet to come.

#### Lack of Representation

We are troubled by the relative lack of representation on the task force for this study by people who live in the study area. Evidently only one member of the task force maintains his residence in the study area. We believe that the task force should include more members who have their primary residence in the study area.

### Need for More Detailed Traffic Analysis Before Choosing Route

We asked several consultants at the meeting and the Assistant City Manager about the origin and destination of the trucks on Main Street. No one could give an answer, and we surmise that is part of the "more detailed traffic analysis" that "will be conducted as part of future phases of this study" as mentioned on one of the display boards. A more detailed traffic survey should identify how much of the Main Street traffic is generated by residents of surrounding communities traveling to work in town, or local residents traveling to businesses on or near Main Street, which would not be addressed by the relief route or is attributable to the hundreds of thousands of visitors that Fredericksburg and Gillespie County receive each year that no one wants to run off of Main Street. A more detailed survey should reveal whether truck traffic is routing through Fredericksburg due to obstacles elsewhere such as load limits on bridges and overpasses that will not accommodate the load or load restrictions in surrounding communities. Did you know, for example, that the City of Kerrville has restrictions in place that limit oversized loads from traveling through the city for half of the business day? Those restrictions prevent large oil tanks that are manufactured AT KERRVILLE on its eastern side from traveling through Kerrville for most of the day. How many of those trucks end up in Fredericksburg as a result? Ingram requires 24 hour advance notice for loads over 75 feet. I can find no such restrictions for Fredericksburg. Would large load limits help with the truck traffic on Main Street? I am told that trucks carrying large windmill blades destined for far west Texas used to come through Fredericksburg due to not being able to navigate an overpass at Harper Road and I-10. TxDOT improved that intersection and that traffic no longer comes through town. What if the issue could be solved by a new bridge or road improvements elsewhere? If you cannot say with certainty where the traffic is coming from and going, how can you predict that the proposed relief route will carry traffic away from Main Street? Shouldn't the detailed traffic analysis come before choosing a route so that you can insure that the route will accomplish its goal?

### Other Possible Solutions

The city should look at other possible solutions such as the "Inner Loop" proposal involving Friendship Lane and at building a bridge on South Llano Street that could be used to connect South Adams to North Llano (by clipping the corner of the HEB parking lot) and thereby create through route for anyone traveling through Fredericksburg on Highway 16.

### Opposition to Certain Routes

In addition to our concerns about process and representation, we are vehemently opposed to Routes 7 and 8 and any routes leading into them as those routes will result in the destruction of our tranquil rural residential neighborhood. Route 7 skirts around the western side of our neighborhood and would require the taking of the homes or properties of at least six of our neighbors. Route 8 would bisect the neighborhood and not only would it require the taking of properties with a conservatively estimated market value of \$8,000,000, it would require the construction of a 2-way access road or two overpasses in order to permit access to the properties that would be cut off by the new road. Both routes would result in the substantial diminution in value of properties of the entire neighborhood which would not be compensated. Both routes would subject all of the homes in our subdivision to disruptive road noise and destroy the views.

We are also opposed to Routes 1-3-4-5 and Route 9 for the reason that they also would result in the diminution in value of our properties and would have a substantial negative impact to our friends and neighbors along Loudon Road and the Sugar Creek neighborhood to the west and to the Royal Oaks neighborhood to the east.

#### Water Issues

We believe that the Main Street traffic problem is essentially a problem for the City of Fredericksburg to solve and that any relief road or truck bypass should lie within or immediately adjacent to the city limits where city water is available, issues related to possible water table disturbance or well contamination are not present, and where the expense and disruption will be borne by those most in need of the relief.

#### Routes Supported

We would be supportive of a route similar to Segment 11 as it is the closest to town, the shortest route and traverses flatter terrain, all of which should result in a lower cost. That route along with associated Route 10, provides the best access to the new conference center and permits folks just coming to an event at the fairgrounds/airport to skip the drive through town while permitting truck traffic to avoid Main Street.

#### Possible Conflicts of Interest

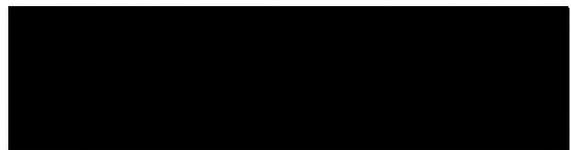
We **are not** employed by TxDOT, we **do not** do any business with TxDOT, and we **will not** benefit monetarily from the project about which we are commenting.

We look forward to seeing revised routes at the next public forum and hope that you can address our concerns with the current routes and process.

Sincerely,



E. Steve Roach



Lisa H. Roach

cc: Donnie Schuch, Gillespie County Commissioner Precinct 4

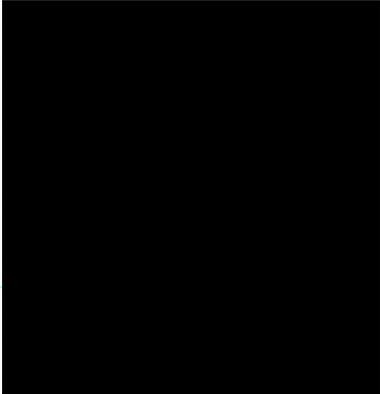
(Texas Transportation Code, §201.811(a)(5)):

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

## Appendix A

### Members of the Relief Route Task Force

Name	Address	Appointed by
Charles Olfers		County
Donnie Schuch		County
Cord Switzer		County
Linda Langerhans		City
Bobby Watson		City
Kory Keller		City
Jim Jarreau		Chamber
Tim Lehmborg		Economic Development
Dan Mittel		Convention & Visitor Bureau
Peggy Matli		Farm Bureau

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Dan Rohrer  
Address: [REDACTED]  
Email: [REDACTED]

Comment:  
Rt 5 & 6 looks like the best traffic route  
but property mitigation may be difficult  
Rt 1 is best long term if east entrance moved  
1/2 mile west toward 1376

(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 October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org),  
and search "Relief Route Task Force," or  
contact Joe Muck at:  
[joe.muck@txdot.gov](mailto: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](mailto:FredericksburgReliefRoute@gmail.com)  
or by mail at:  
CP&Y Attn: Fredericksburg Relief Route Study  
13809 Research Blvd., Suite 300  
Austin, TX 78750

Mary Rohrer [redacted]  
to me

Tue, Oct 9, 2018, 5:09 PM ☆

We attended the open house on September 24, 2018 at the Fredericksburg High School to better understand the proposed Relief Route project. The property we own is outside of the Relief Route Study Area shown in the paper and displayed on the boards. We were quite surprised to find out that when we reviewed the larger aenials, where the 12 route segments were illustrated, that one of that routes illustrated was outside of the identified study area and went through our property. How can that be?

Obviously walking up to the table and discovering a route, I believe it is Route 1, through our farm was very upsetting. We do not support this "outside loop design".

Mary and Dan Rohrer  
[redacted]

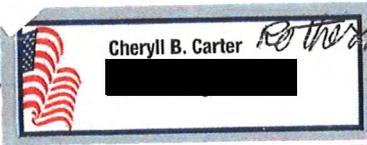
# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): CHERYL B. ROTHERMEL  
Address:   
Email: 

Comment: See enclosed letter and photos

 Cheryl B. Carter *Rothermel* Cheryl B. Rothermel

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

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

For more information, or to take a survey on or before October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org), and search "Relief Route Task Force," or contact Joe Muck at: [joe.muck@txdot.gov](mailto: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](mailto: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 Tuesday, October 9, 2018, to be included in the official record of this public workshop.

attn. J Bq. Relief Route Study,

page 1

I WAS VERY DISCOURAGED TO SEE THE NORTHERN ROUTES 1,2,3 AND 4 AT THE RELIEF ROUTE MEETING.

THESE ARE VERY RESIDENTIAL AREAS AND NOT COMMERCIAL AT ALL AFTER THE RV PARK AND POWER LINES (WHICH ARE WITHIN 1.6 MILES OF THE 'Y' AREA OF 87 AND 290). ALL RESIDENTS IN THIS AREA WOULD BE GREATLY IMPACTED BY LIGHTS, TRAFFIC, NOISE AND COMMERCIAL DEVELOPMENT. THE SCHEDULED NEW HOTEL AND CONVENTION CENTER DEVELOPMENT IS ALSO WITHIN 1.6 MILES OF THE 'Y' AREA. ROUTES 1 AND 2 WOULD FLOW THRU HISTORIC HOMES AND RANCHES — MANY AND MOST ARE ORIGINAL HOMESTEADS FROM THE 1840'S. THESE RANCHES HAVE BEEN FARMED AND GRAZED FOR 175 YEARS. THE ORIGINAL GERMAN EMIGRANTS MOVED TO THIS AREA TO ESCAPE OPPRESSION FROM THE RULING POWERS IN GERMANY IN THE 1830'S AND 40'S. NOW, TXDOT AND THE CITY OF FREDERICKSBURG WANT TO CUT RIGHT THRU, OVER AND AROUND THESE 5<sup>TH</sup> AND 6<sup>TH</sup> GENERATIONAL HOMES, FARMS AND RANCHES TO BUILD A 4 LANE HIGHWAY WITH 2 ACCESS ROADS IN THEIR PLACE AND POSSIBLY A CLOVERLEAF INTERSECTION AT 87N AND OLD MASON ROAD. THIS IS NOT CONSISTENT WITH THE 150 YEAR OLD DEVELOPMENT OF THE AREA. THE ENVIRONMENTAL IMPACT TO THIS PART OF GILLESPIE COUNTY WOULD BE DEVASTATING.

IT SEEMS TO ME THAT ROUTES 9 AND 11, ESPECIALLY 11 - WOULD BE BETTER CHOICES.

WHY

1. BECAUSE ROUTE 11 IS CLOSER TO THE EXISTING 'Y'. TRAFFIC IS ALREADY FEEDING TO THE NORTH, EAST AND WEST.
2. THE POWER LINES - (SUBSTATION ON 87) — HAVE AN EXISTING RIGHT AWAY THAT HAS SCARRED MUCH OF THE AREA. WHY MOVE ONE MILE FURTHER NORTH ON 87 AND CREATE ANOTHER CONDEMNED AREA FOR A BYPASS? REFER TO PHOTOS SHOWING CURRENT POWER LINE RIGHT OF WAY OFF 87 THRU TO 290. ALSO, THERE IS PROPERTY FOR SALE IN THIS AREA OFF BOTH HIGHWAYS. THIS AREA IS FULL OF RIGHT OF WAYS — WHY NOT USE IT FOR THE PROPOSED BYPASS?
3. OUTSIDE THE CITY LIMITS — RIGHT NOW — 87N HAS NO TRAFFIC ISSUES. THE CITY OF FREDERICKSBURG HAS TRAFFIC PROBLEMS AND SINCE IT IS A CITY PROBLEM WITHIN THE CITY LIMITS — IT HAS BEEN SUGGESTED — WHY SHOULD RESIDENTS AND PROPERTY OWNERS FURTHER OUT IN THE COUNTY — BEAR 100% OF THE BURDEN TO SOLVE WHAT IS 100% A CITY PROBLEM.
4. ROUTE 11 IS A PREFERRED ROUTE AS IT IS A ROUTE THAT IS CAPABLE OF SOLVING THE TRAFFIC PROBLEMS WITHIN THE CITY ITSELF.
5. ROUTE 11 AND MANY OTHERS ARE MUCH SHORTER THAN ROUTE 1 OR 2 — 6 MILES AS OPPOSED TO 18 MILES FOR ROUTE 1.
6. AND OF COURSE — 'THE COST'. ROUTES 1 AND 2 ARE THE LONGEST WITH THE MOST CREEK CROSSING AND POSSIBLY THE TALLEST HILLS.

IN SHORT EXPLANATION; ENVIRONMENTAL IMPACT - LENGTH OF ROUTE - DOWNTOWN ECONOMICS - CITY TRAFFIC ISSUES THAT THEY WANT TO THROW INTO THE COUNTY — AND COST OF CONSTRUCTION AND RIGHT OF WAYS.

page 2

THESE ARE SOME THOUGHTS AND ITEMS TALKED ABOUT AT THE LAST RELIEF ROUTE (BYPASS) MEETING IN FREDERICKSBURG, TEXAS. BY THE WAY - THIS IS A BYPASS - ANY ROADWAY, WITH 2 OPPOSING 2 LANE HIGHWAYS AND SEVERAL ACCESS ROADS IS NO 'RELIEF ROUTE' - IT IS A BYPASS - IN MY OPINION. OUR FRIENDSHIP LANE, NOW THAT IS A RELIEF ROUTE. THERE ARE THOUSANDS OF SMALL TEXAS TOWNS WHOSE DOWNTOWN HAS DIED BECAUSE OF A BYPASS ROAD. THAT BRINGS UP ANOTHER HUGE ISSUE 'ECONOMICS'. ALL WE HAVE TO DO IS LOOK AT KERRVILLE. THEY HAVE BEEN TRYING TO BRING COMMERCE BACK TO THEIR DOWNTOWN AREA - WHICH HAS LOTS OF LOVELY HISTORIC BUILDING JUST LIKE FREDERICKSBURG - FOR YEARS. UNFORTUNATELY, THE COMMERCIAL FOCUS HAS MOVED OUT TO THE BYPASS AREAS AND IS NOT READY TO MOVE BACK DOWNTOWN. WHY, BECAUSE THE CARS - THE PEOPLE IN THE CARS ARE OUT ON THE BYPASS. FREDERICKSBURG WILL BE PASSED BY QUICKLY - GAS, RESTROOMS AND FAST FOOD MAY GET A FEW CARS TO STOP ON THE BYPASS.

I BELIEVE THAT IT IS MOST IMPORTANT FOR ALL US NEIGHBORS AND PROPERTY OWNERS ON ROUTES 1 AND 2 ESPECIALLY, TO RESPOND TO THE PLACEMENT OF ROUTES 1 AND 2 - NOW.

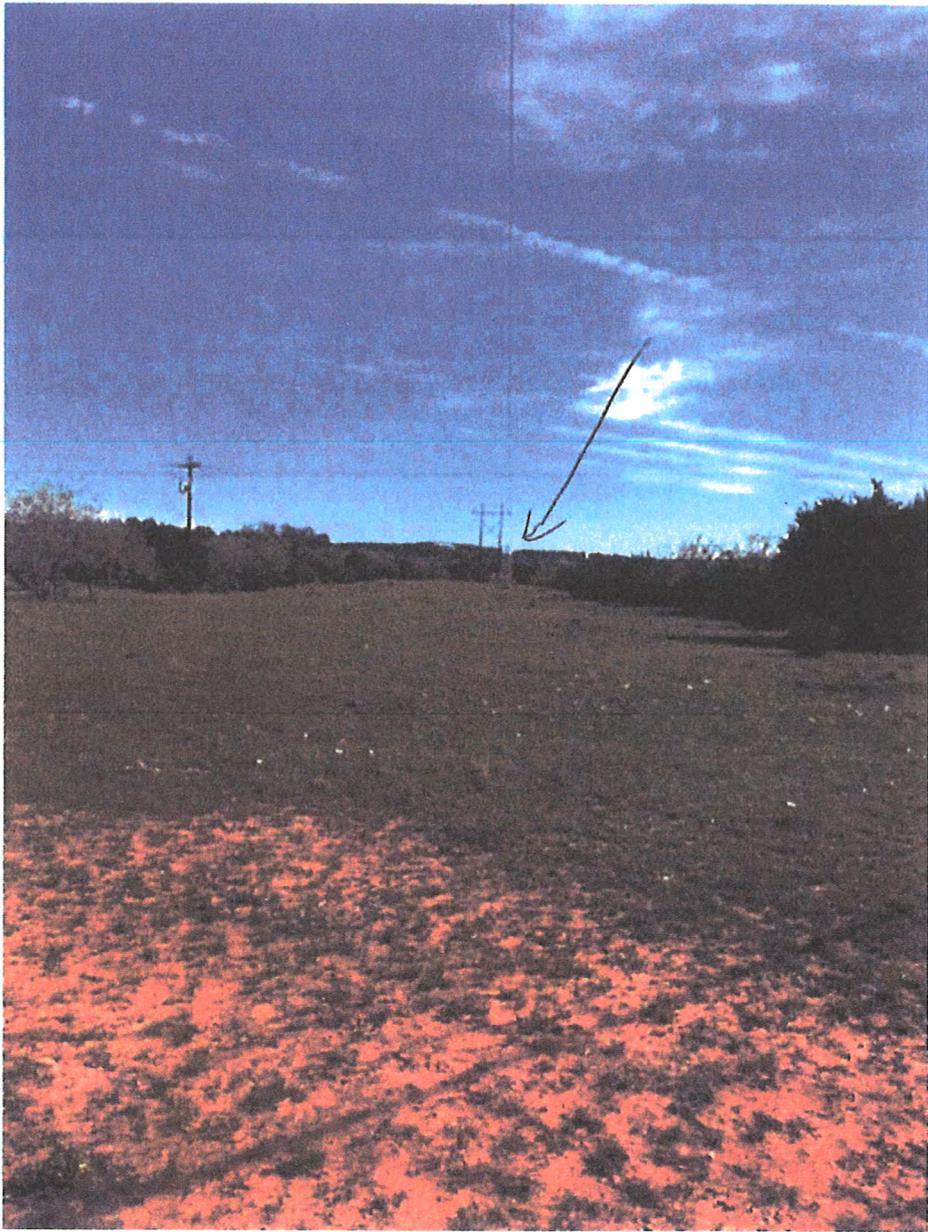
THE SOONER THE BETTER.

PLEASE FILL OUT THE ENCLOSED RELIEF ROUTE STUDY SHEET AND MAIL OR EMAIL AS STATED ON THE BOTTOM OF SHEET. I'M MAILING MINE. PLEASE FEEL FREE TO USE ANY OF THE IDEAS PRESENTED HERE OR EVEN COPY DIRECTLY FROM THEM - OR JUST SIGN YOUR NAME TO BOTTOM AND MAIL OR EMAIL TO RELIEF ROUTE STUDY- IF YOU WISH. SOME OF YOU MAY WANT THE BYPASS ON YOUR PROPERTY. I AM SURE LOVE'S AND BUCKY'S TRUCK STOPS CAN AFFORD TO PAY HIGH RENTS.

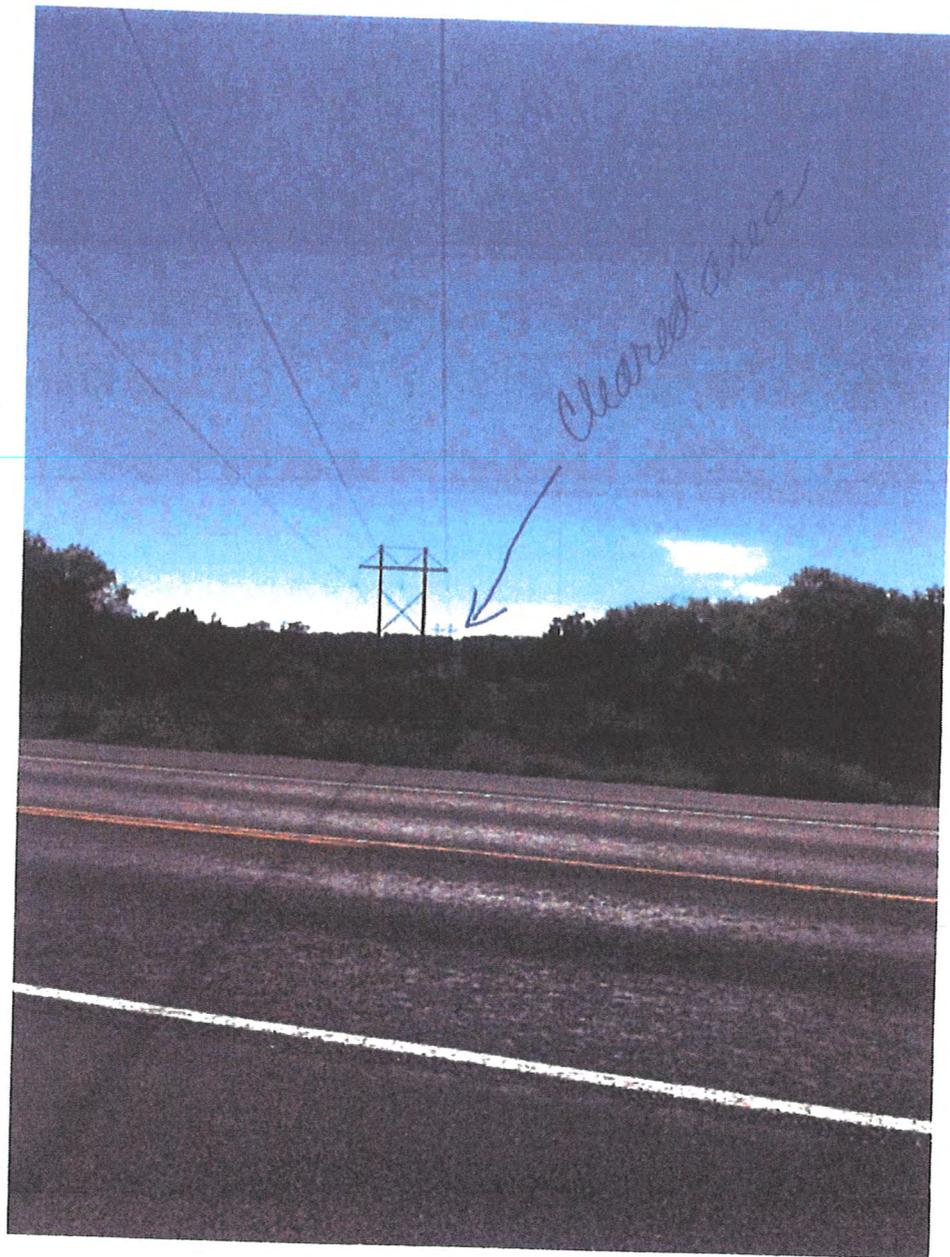
THANKS FOR TAKING THE TIME TO READ AND PARTICIPATE. LET'S SAVE THE 87N AND OLD MASON ROAD INTERSECTION.

*Cheryll B. Rothermel*

*9/27 '18*



from 290



87 N



070 87 N

10/10/10  
10/10/10

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): William G. ROTHERMEL JR  
Address: [REDACTED]  
Email: [REDACTED]

Comment:

BASED ON THE LAYED OUT ROUTES YOU  
ARE TAKING A CITY TRAFFIC PROBLEM, MOVING  
IT OUT OF THE CITY TO THE COUNTY AND ACTUALLY  
DESTROYING HOMESTEADS AND RANCHES. YOU ARE  
TALKING ABOUT PUTTING THIS THROUGH HIGHLY DEVELOPED  
AREAS. THERE IS A BETTER WAY TO DO THIS  
HOWEVER THESE ARE NOT GOOD PROPOSALS.

SEE ENCLOSED.



Mr. William G. Rothermel  
[REDACTED]

THANKS

Bill Rothermel

(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 October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org), and search "Relief Route Task Force," or contact Joe Muck at: [joe.muck@txdot.gov](mailto: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](mailto: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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I WAS VERY DISCOURAGED TO SEE THE NORTHERN ROUTES 1,2,3 AND 4 AT THE RELIEF ROUTE MEETING.

THESE ARE VERY RESIDENTIAL AREAS AND NOT COMMERCIAL AT ALL AFTER THE RV PARK AND POWER LINES (WHICH ARE WITHIN 1.6 MILES OF THE 'Y' AREA OF 87 AND 290). ALL RESIDENTS IN THIS AREA WOULD BE GREATLY IMPACTED BY LIGHTS, TRAFFIC, NOISE AND COMMERCIAL DEVELOPMENT. THE SCHEDULED NEW HOTEL AND CONVENTION CENTER DEVELOPMENT IS ALSO WITHIN 1.6 MILES OF THE 'Y' AREA. ROUTES 1 AND 2 WOULD PLOW THRU HISTORIC HOMES AND RANCHES — MANY AND MOST ARE ORIGINAL HOMESTEADS FROM THE 1840'S. THESE RANCHES HAVE BEEN FARMED AND GRAZED FOR 175 YEARS. THE ORIGINAL GERMAN EMIGRANTS MOVED TO THIS AREA TO ESCAPE OPPRESSION FROM THE RULING POWERS IN GERMANY IN THE 1830'S AND 40'S. NOW, TXDOT AND THE CITY OF FREDERICKSBURG WANT TO CUT RIGHT THRU, OVER AND AROUND THESE 5<sup>TH</sup> AND 6<sup>TH</sup> GENERATIONAL HOMES, FARMS AND RANCHES TO BUILD A 4 LANE HIGHWAY WITH 2 ACCESS ROADS IN THEIR PLACE AND POSSIBLY A CLOVERLEAF INTERSECTION AT 87N AND OLD MASON ROAD. THIS IS NOT CONSISTENT WITH THE 150 YEAR OLD DEVELOPMENT OF THE AREA. THE ENVIRONMENTAL IMPACT TO THIS PART OF GILLESPIE COUNTY WOULD BE DEVASTATING.

IT SEEMS TO ME THAT ROUTES 9 AND 11, ESPECIALLY 11 - WOULD BE BETTER CHOICES.

WHY

1. BECAUSE ROUTE 11 IS CLOSER TO THE EXISTING 'Y'. TRAFFIC IS ALREADY FEEDING TO THE NORTH, EAST AND WEST.
2. THE POWER LINES - (SUBSTATION ON 87) — HAVE AN EXISTING RIGHT AWAY THAT HAS SCARRED MUCH OF THE AREA. WHY MOVE ONE MILE FURTHER NORTH ON 87 AND CREATE ANOTHER CONDEMNED AREA FOR A BYPASS? REFER TO PHOTOS SHOWING CURRENT POWER LINE RIGHT OF WAY OFF 87 THRU TO 290. ALSO, THERE IS PROPERTY FOR SALE IN THIS AREA OFF BOTH HIGHWAYS. THIS AREA IS FULL OF RIGHT OF WAYS — WHY NOT USE IT FOR THE PROPOSED BYPASS?
3. OUTSIDE THE CITY LIMITS — RIGHT NOW — 87N HAS NO TRAFFIC ISSUES. THE CITY OF FREDERICKSBURG HAS TRAFFIC PROBLEMS AND SINCE IT IS A CITY PROBLEM WITHIN THE CITY LIMITS — IT HAS BEEN SUGGESTED — WHY SHOULD RESIDENTS AND PROPERTY OWNERS FURTHER OUT IN THE COUNTY — BEAR 100% OF THE BURDEN TO SOLVE WHAT IS 100% A CITY PROBLEM.
4. ROUTE 11 IS A PREFERRED ROUTE AS IT IS A ROUTE THAT IS CAPABLE OF SOLVING THE TRAFFIC PROBLEMS WITHIN THE CITY ITSELF.
5. ROUTE 11 AND MANY OTHERS ARE MUCH SHORTER THAN ROUTE 1 OR 2 — 6 MILES AS OPPOSED TO 18 MILES FOR ROUTE 1.
6. AND OF COURSE — 'THE COST'. ROUTES 1 AND 2 ARE THE LONGEST WITH THE MOST CREEK CROSSING AND POSSIBLY THE TALLEST HILLS.

IN SHORT EXPLANATION; ENVIRONMENTAL IMPACT - LENGTH OF ROUTE - DOWNTOWN ECONOMICS - CITY TRAFFIC ISSUES THAT THEY WANT TO THROW INTO THE COUNTY — AND COST OF CONSTRUCTION AND RIGHT OF WAYS.

THESE ARE SOME THOUGHTS AND ITEMS TALKED ABOUT AT THE LAST RELIEF ROUTE (BYPASS) MEETING IN FREDERICKSBURG, TEXAS. BY THE WAY - THIS IS A BYPASS - ANY ROADWAY, WITH 2 OPPOSING 2 LANE HIGHWAYS AND SEVERAL ACCESS ROADS IS NO 'RELIEF ROUTE' - IT IS A BYPASS - IN MY OPINION. OUR FRIENDSHIP LANE, NOW THAT IS A RELIEF ROUTE. THERE ARE THOUSANDS OF SMALL TEXAS TOWNS WHOSE DOWNTOWN HAS DIED BECAUSE OF A BYPASS ROAD. THAT BRINGS UP ANOTHER HUGE ISSUE 'ECONOMICS'. ALL WE HAVE TO DO IS LOOK AT KERRVILLE. THEY HAVE BEEN TRYING TO BRING COMMERCE BACK TO THEIR DOWNTOWN AREA - WHICH HAS LOTS OF LOVELY HISTORIC BUILDING JUST LIKE FREDERICKSBURG - FOR YEARS. UNFORTUNATELY, THE COMMERCIAL FOCUS HAS MOVED OUT TO THE BYPASS AREAS AND IS NOT READY TO MOVE BACK DOWNTOWN. WHY, BECAUSE THE CARS - THE PEOPLE IN THE CARS ARE OUT ON THE BYPASS. FREDERICKSBURG WILL BE PASSED BY QUICKLY - GAS, RESTROOMS AND FAST FOOD MAY GET A FEW CARS TO STOP ON THE BYPASS.

---

I BELIEVE THAT IT IS MOST IMPORTANT FOR ALL US NEIGHBORS AND PROPERTY OWNERS ON ROUTES 1 AND 2 ESPECIALLY, TO RESPOND TO THE PLACEMENT OF ROUTES 1 AND 2 - NOW.

THE SOONER THE BETTER.

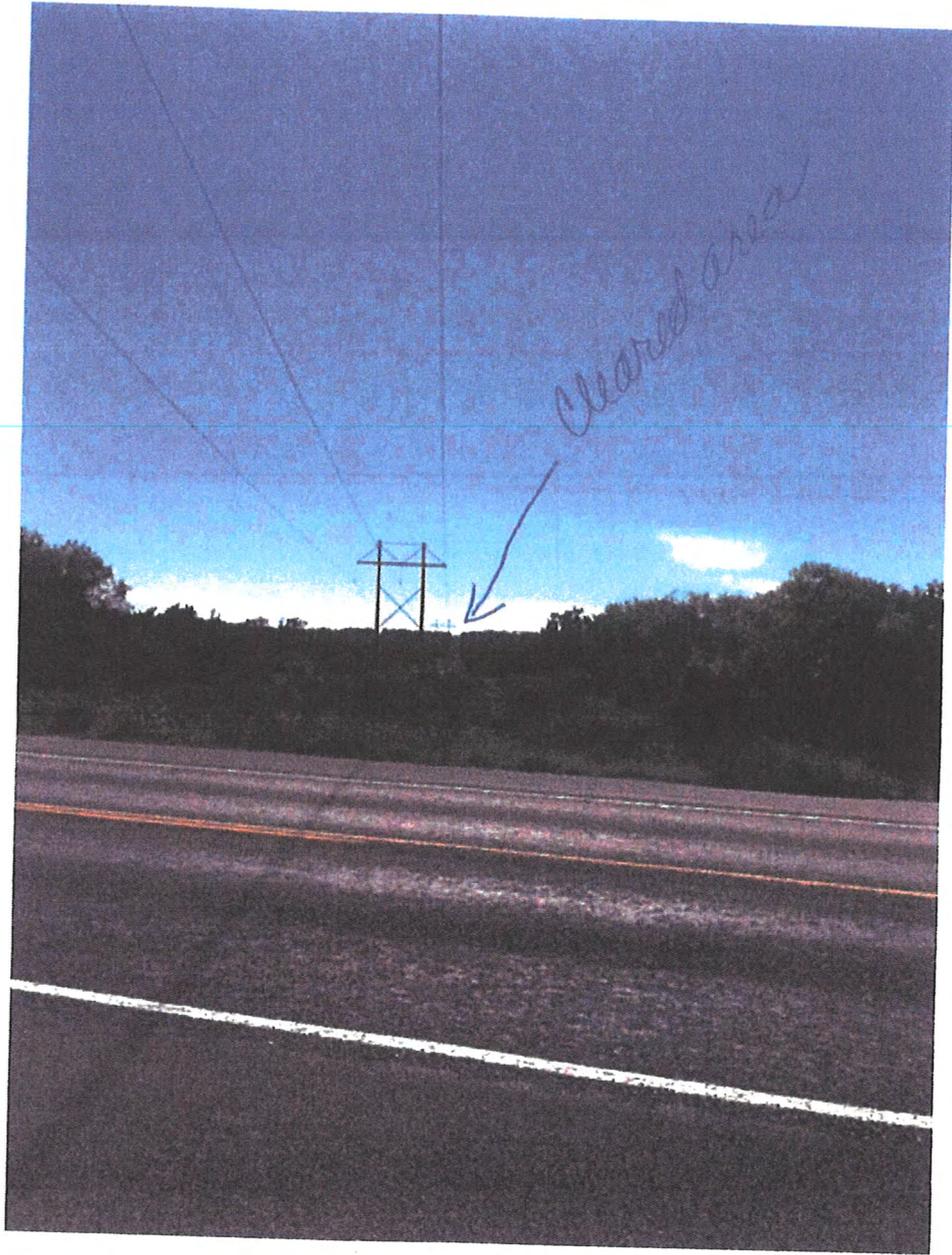
PLEASE FILL OUT THE ENCLOSED RELIEF ROUTE STUDY SHEET AND MAIL OR EMAIL AS STATED ON THE BOTTOM OF SHEET. I'M MAILING MINE. PLEASE FEEL FREE TO USE ANY OF THE IDEAS PRESENTED HERE OR EVEN COPY DIRECTLY FROM THEM - OR JUST SIGN YOUR NAME TO BOTTOM AND MAIL OR EMAIL TO RELIEF ROUTE STUDY- IF YOU WISH. SOME OF YOU MAY WANT THE BYPASS ON YOUR PROPERTY. I AM SURE LOVE'S AND BUCKY'S TRUCK STOPS CAN AFFORD TO PAY HIGH RENTS.

THANKS FOR TAKING THE TIME TO READ AND PARTICIPATE. LET'S SAVE THE 87N AND OLD MASON ROAD INTERSECTION.

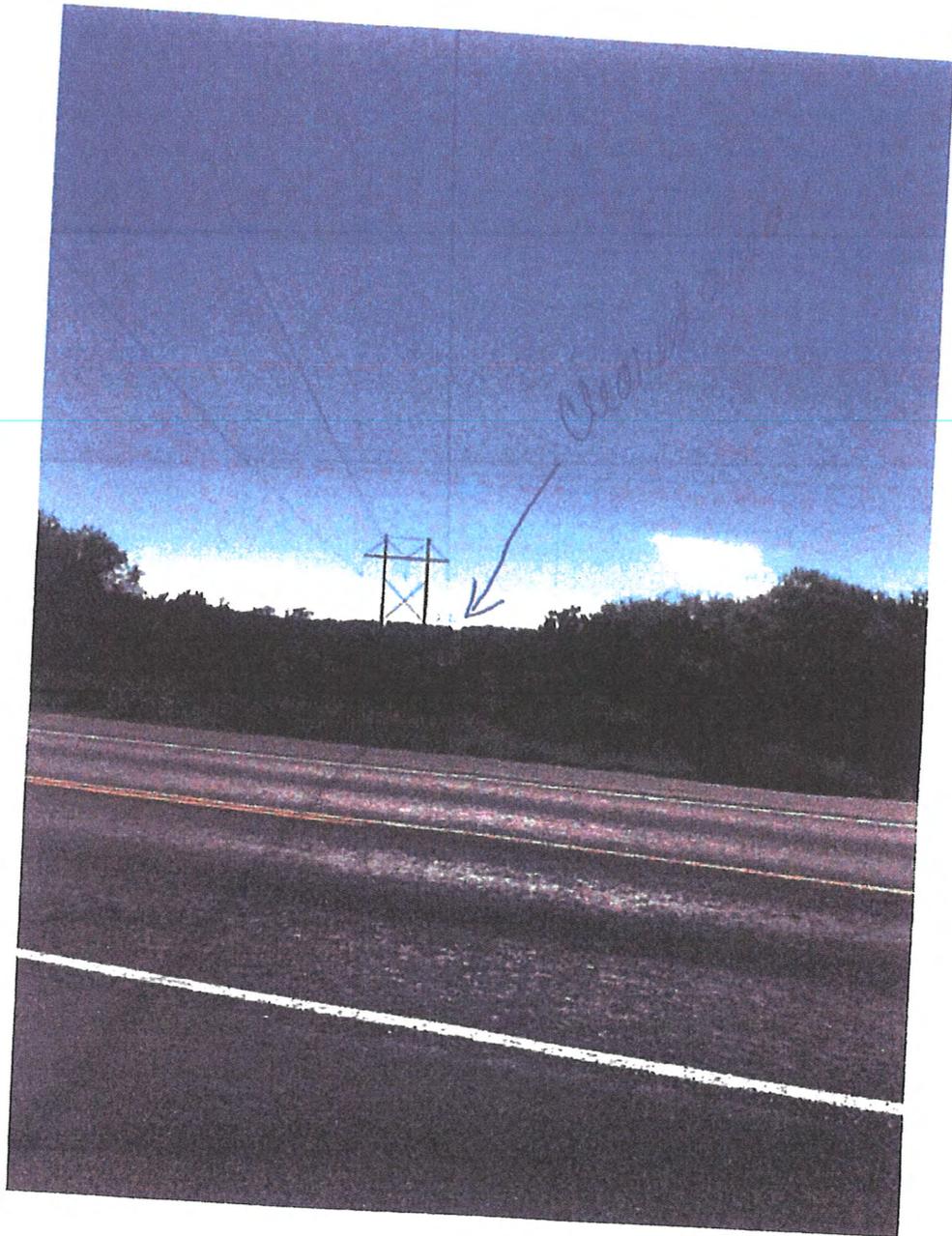
*Bill Rothemel* 9-27-18



89N



from 87 N



from 290

//

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print):

Russ Rose

Address:

Email:

Comment:

I am against the By Pass

Rose

(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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Written comments will be received and accepted by the project team via email at [FredericksburgReliefRoute@gmail.com](mailto: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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# Settlers Ridge Estates

October 5, 2018

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

TxDOT Austin District  
P.O. Box 15426  
Austin, TX 78761-5426

---

All ten members of the Relief Route Task Force (see Appendix A)

## **RE: Fredericksburg Relief Route Study**

Dear Members of the Relief Route Team:

This letter provides comments regarding the Fredericksburg Relief Route Study from the undersigned property owners of Settlers Ridge Estates subdivision. As described below, we are opposed in the strongest possible terms to Route Segments 3, 4, 5, 7, 8, and 9 drawn on maps presented at the September 24, 2018 Public Workshop (see map in Appendix B). It is understood that the opposition to these segments would include opposition to any further segments needed to complete the overall Relief Route. We do not oppose the locations of Route Segments 1 and 11.

We recognize the city's need for traffic relief. The long-standing problem with heavy truck traffic through Main Street has only grown worse because of the commercial growth and success of the historic district. We all want Fredericksburg to continue to prosper. However, the city's objectives should not come at the expense of those of us in the county.

The residents of Settlers Ridge strongly oppose Route Segments 3, 4, 5, 7, 8, and 9. Generally speaking, these routes go directly through or very near the subdivision. Routes 7 and 8 are completely unreasonable, *going directly over many million-dollar-plus homes*. Route 8 destroys the house and property of seven residences, while affecting about six more adjoining residences. Route 7 destroys the house and

properties of six residents. Nearby routes like 3, 4, 5, and 9 would subject all of the homes in our subdivision to disruptive road noise. It would change beautiful scenic views into ugly views of roads and traffic. Property values of a large, spectacular, unique, residential area would plummet.

Route Segments 3, 4, 5, 7, 8, and 9 are strongly opposed for the following reasons:

Property values. The subdivision consists of 4-12 acre tracts held by 48 owners. Very expensive homes, ranging from roughly \$600,000 to over \$2,000,000 are present on all but a few of the tracts. The semi-rural nature of the subdivision, the fabulous scenic views, and the proximity to town, make it very highly prized property.

High population density. Over 100 people live in the subdivision. Settlers Ridge is the single largest residential area to be threatened by any of the proposed by-pass routes.

Terrain. Settlers Ridge is built in the midst of hills and on top of ridges. There is a 175 foot range in elevations within the subdivision. Why fight this terrain when there are much better options?

These three factors will *greatly* increase the cost of the opposed routes. Add the cost for the greater distance compared to some alternatives and it is clear that any route in or near Settlers Ridge will be prohibitively expensive.

Thank you for giving us the opportunity to provide comments concerning the Relief Route Study.

Sincerely,

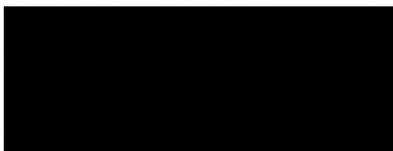
The property owners of Settlers Ridge Estates, listed on the following page.

Alvarez, Chuck & Julie  
Bondurant, Bonnie  
Bourtin, JP & Christy  
Bowersox, Dick & Jane  
Bryla, Carroll & Susan  
Burns, Nancy  
Campbell, Dave & Debbie  
Chase, Judy  
Cole, Rick & Jill  
De Leon, Mark & Jessica  
Dietrich, Michael & Delores  
Eckhardt, Mark & Katie  
Feiler, Paul & Andrea  
Gleditsch, Lennart & Marjie  
Hagee, Mike & Silke  
Haight, Cameron & Leslie  
Harrison, Kathryn  
Hoopman, Dick & Judy  
Howard, Felice & Mike Raymer  
Hynes, Tom & Noreen  
Itz, Clayton & Janelle

James, Clay & Michelle  
Jung, Steve & Sandy  
Kunz, Jeff & Lynda  
Kunz, Michael & Sharon  
Kunz, Kyle and Tara  
Lowry, Michael & Sharon  
Lyles, Will & Kathy  
Maedgen, Lanny & Bertha  
Mauldin, Chuck & Barbara  
McDonald, Andy & Kelli  
Miller, Ward & Pat  
Morhart, Robert & Suzanne  
Myers, Michael & LeAnn  
Obertreiber, Allan  
Odom, Johnny  
Otto, George & Carolyn  
Roach, Steve & Lisa  
Robertson, Dan & Kim  
Strempek, Hank & Izzy  
Titus, David  
Youngblood, John & Gay

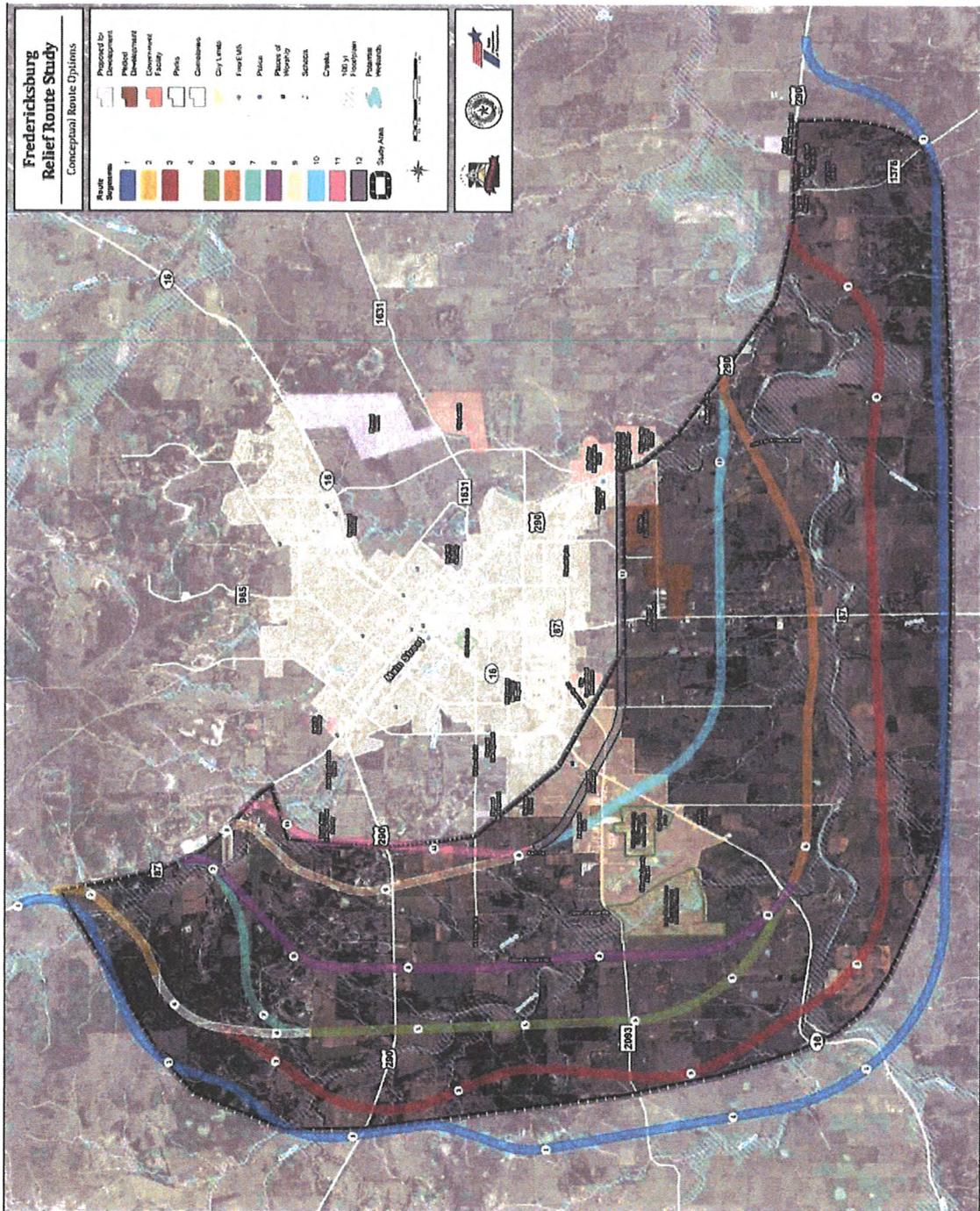
Contact for Settlers Ridge Estates subdivision:

Charles H. Mauldin



# Appendix B

## Map of Relief Routes



## **Relief Route Study**

These are the reasons not to use the outer most route for the Relief Route:

### **Construction:**

The length of the route would require too much real estate and building, making that amount of road very expensive. Closer to town routes don't need all the bridges. Building overpasses on Highway 16 and Highway 87 are too close to the river, causing access and exit lanes to be built into the flood plain of the river. Places on Highway 16 South where the relief route would cross were all under water in the 1978 flood. That flood took the pavement off the highway. The southern most routes will have to deal with a 42" pipeline soon to be built.

### **Convenience**

The route will be so long that people will still travel through town.

### **Hardships**

The outside routes will divide many farms and ranches. It will make it hard to move cattle across the road right of way. We would not have water for cattle on both sides of the road. You would have to drill us a new well, build powerlines for the pump, and build a new set of pens for the cattle to be worked in.

### **Environment**

It is too close to the river and too many creek crossings all causing environmental issues that can be avoided by not using the further out routes.

### **Historical**

Cheri Rothermill and Kent Stehling have old homesteads which will be impacted by the roads and I am sure there are others as well.

### **Conclusion**

Keep the towns problems closer to town. The closer to town routes will be cheaper to build and faster to travel. We do not need to encourage another development corridor. The town may need a relief route but keep it simple and not over built.

**S. Segner**



## Fredericksburg Relief Route Study

### Comment Form

#### Comments:

I will break my comments into 2 parts. Route comments and general comments.

#### General Comments:

From a cost standpoint the answer is very straight forward. The fewest miles and bridges the cheaper the project (Route 12/11). From a commercial standpoint access to the city is still important. When a relief route leaves the city behind the city has a negative economic impact (Route 1). Balanced access (Route 10/9) accomplishes the goal of traffic relief and at the same allows the city to benefit our residents and from tourist's dollars. It takes the truck traffic away and at the same time puts people closest to Fort Martin Scott, Texas Ranger Heritage Center, Fair Grounds, Lady Bird Johnson Park (golf course), new Convention Center and at the same time provides access our residents and visitors to the city. The Balanced Route also allows for decades of growth on the south and west sides of the city.

#### Assumptions:

1. Right of Way will be 120 feet wide so every 363 feet requires an acre of ROW to be purchased
2. Land costs - \$15,000/acre
3. Road Type the road will be a 4 lane undivided with 5' shoulders, construction costs are \$2.6m a mile.
4. Bridges – Small (\$1m), medium (\$2m), large (\$4m), extra large (\$10m+)

#### Routes

##### Best Route: 12/11

- Shortest route. 6.6 miles
- Lowest Cost – \$19,600,000
  - Right of Way – \$1,440,000
    - Calculation - 6.6 miles x 5280 Feet/mile = 34,848 Feet, Divided by 363 Feet = 96 Acres of land, 96 Acres x \$15,000 = \$1,440,000
  - Road Construction -
    - Calculation – 6.6 miles x \$2,600,000 = \$17,160,000
  - Bridges –
    - 1 Bridge simple = \$1,000,000
- Least number of land parcels to cross
- Pulls traffic off before any major development in Fredericksburg
- Drops visitors off closest to the Convention Center
- Best access to the city without having truck traffic come through town

##### Balanced Route: 10/9

- Route : 8.55 miles

- Medium Cost – \$38,970,000
  - Right of Way – \$1,740,000
    - Calculation – 8.55 miles x 5280 Feet/mile = 42,144 Feet, Divided by 363 Feet = 116 Acres of land, 116 Acres x \$15,000 = \$1,740,000
  - Road Construction - \$22,230,000
    - Calculation – 8.55 miles x \$2,600,000 = \$22,230,000
  - Bridges – \$15,000,000
    - 5 Bridges (simple) = \$5,000,000
    - 1 Bridges (medium) = \$2,000,000
    - 2 Bridges (large) = \$8,000,000
- Pulls traffic off before the city starts
- Provides easy bypass for truck traffic but easy access to the city for locals and tourists

Worst Route: 1

- Route : 19.38 miles
- Worst Route Cost – \$124,618,000
  - Right of Way – \$4,230,000
    - Calculation – 19.38 miles x 5280 Feet/mile = 102,326 Feet, Divided by 363 Feet = 282 Acres of land, 282 Acres x \$15,000 = \$4,230,000
  - Road Construction - \$50,388,000
    - Calculation – 19.38 miles x \$2,600,000 = \$50,388,000
  - Bridges – \$35,000,000
    - 7 Bridges (simple) = \$7,000,000
    - 5 Bridges (medium) = \$10,000,000
    - 2 Bridges (large) = \$8,000,000
    - 1 Bridge (extra large) = \$10,000,000
      - (Route crosses the Pedernales River at its widest point in the Study Area)
- Greatest number of bridges
- Bi-sects the largest number of tracts of land
- Poor access to the city for locals and tourists making this all about truck traffic. Poorly spent money for only one group.

Final Comments: Why is the route using Friendship Lane, Tivydale, Upper Live Oak with new right of way from 290 to 87 the route. There are places where the road way will require additional right of way but at only a fraction of the cost of any of the routes in the proposal.

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Mike Smitin  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

Comment:

How will I cross ~~the~~ over the  
ByPASS IF option 9 or 11 is  
chosen. A liveoak is a  
busy street used by many  
people who work at the hospital

(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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and search "Relief Route Task Force," or  
contact Joe Muck at:  
[joe.muck@txdot.gov](mailto:joe.muck@txdot.gov) or 512.715.5702.

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# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Mike Smith  
Address: [REDACTED]  
Email: [REDACTED]

Comment:

No

9 10 11 12

(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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# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Bruce Staffel

Address: [REDACTED] \_\_\_\_\_

Email: [REDACTED] \_\_\_\_\_

Comment:

Route #10 is not a good route due to distance  
to development. Route 10 is too close to town.

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

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

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Written comments will be received and accepted by the project team via email at [FredericksburgReliefRoute@gmail.com](mailto:FredericksburgReliefRoute@gmail.com) or by mail at:  
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Austin, TX 78750

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Fredericksburg Relief Route &lt;fredericksburgreliefroute@gmail.com&gt;

---

**Fredericksburg Relief Route**

2 messages

**Royal1968** [REDACTED]  
To: fredericksburgreliefroute@gmail.com

Mon, Oct 8, 2018 at 9:38 PM

Relief Route project team:

My comments in regards to the proposed relief routes for Fredericksburg are attached below. **I strong oppose Routes 1, 2, 3, and 4.** Please confirm receipt of this email, so I can ensure my comments were timely submitted.

The proposed routes 1, 2, 3, and 4 would tear through my family's historic homestead, where myself and the rest of my family have lived continuously since 1856. **The damage would be absolute - and irreparable.** Routes 9, 10, 11, and 12 are a more appropriate choice since they are located in already commercialized areas and have major utilities right of ways.

You will continue to hear from the Stehling families and other families that will be affected by routes 1, 2, 3, and 4. I hope you become familiar with our stories, and I hope you can see our love for and commitment to our land.

I encourage you to reach out to me at any time to discuss my comments and opinions regarding this matter. My cell phone number is (830) 342-7416 and you may also reach to me via email.

Regards,  
Adam Stehling

**Fredericksburg Relief Route Study - Commentary.docx**  
129K

---

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

To: [REDACTED]

Tue, Oct 9, 2018 at 11:06 AM

Mr. Stehling,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Sincerely,

Fredericksburg Relief Route Study Project Team

[Quoted text hidden]

# Fredericksburg Relief Route Study

Public Workshop – September 24, 2018 – Fredericksburg High School Gymnasium  
Comment Form.

Name: Adam Stehling

Address [REDACTED]

Email: [REDACTED]

Comment:

My family and I live at 103 Old Mason Road and the entrance to our property is at the proposed intersections of Routes 1, 2 and 4 which convene on highway 87N. Our family has been residents of Gillespie County for 6 generations and we have lived on, farmed, and ranched this property since 1852. Our first family member, Amandus Stehling was one of the founders of Fredericksburg and we have lived in Gillespie County since then. In 1996 our property was honored and recognized as a Family Heritage Site (#2048). We have prided ourselves as being good stewards of this land for more than 166 years and have helped build the community in and around Fredericksburg.

We are not naive and understand that there must be a relief route to alleviate the traffic that passes through our great county and town; however we are opposed to Routes 1, 2, and 4 because we feel these routes as shown to intersect Highway 87N would be devastating to our family's property. Routes 1, 2, and 4 would cause irreparable damage to our land and no monetary amount could ever ease the pain and suffering that they would cause us everyday as we watch car after car and truck after truck, pass but a few 100 feet from our front door as well as the other three Stehling family homes. The thought of a major truck route through the front yard of our home and other members of the Stehling family is almost unbearable to imagine after investing our entire lives in the land and homes we love so dearly. The intersection of routes 1 and 2 are clearly more detrimental to more homes and active farming and ranching land than any of the other route intersections along 87N. **My family and I fervently request routes 1 and 2 not be accepted or pursued.**

After careful analysis of the current proposed relief route options, my family and I recommend more serious consideration be given to routes 9, 10, 11 and 12 which are shorter, do not cut through and decimate more of our beautiful hill country area, and would cost a fraction of the price than routes 1, 2, 3, and 4. Several of these options, such as routes 9, 10, 11, and 12 would run through areas that are already affected by commercial development and include right of ways for major utilities.

I hope this helps in the decision of the route and I am also available to speak more about my thoughts and opinions on the matter. My cell phone number is [REDACTED]. Please reach out to me anytime and I will be happy to converse about the matter at hand.

Thank you,

Adam Stehling

I am NOT employed by TxDOT nor do business with TxDOT. I could NOT benefit monetarily from this project or other item about which I am commenting.

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Ann Stehling  
Address: [REDACTED]  
Email: [REDACTED]

## Comment:

My name is Ann Stehling, and I am the proud daughter of Randy and Michele Stehling, who live at 103 Old Mason Road in Fredericksburg. Our property is located at the intersection of Old Mason Road and Highway 87N. I am writing in strong opposition to proposed Routes 1, 2, 3, and 4. Routes 1, 3, 3, and 4 are unnecessary, will be more expensive than the other proposed routes, and will absolutely devastate historic homesteads that are currently being used for residential and agricultural purposes.

I do not feel that the truck congestion on Main Street warrants the expensive construction of a permanent alternative relief route. Even if such a route was absolutely necessary, a route that is closer to commercial businesses and already-developed land is the natural and most appropriate solution (e.g. Routes 9 and 11).

The Stehling families have lived at 103 Old Mason Road and the surrounding ranches since 1856, when my great-great-grandfather settled in Fredericksburg. Every Stehling since then has had a close tie to this land. For more than 150 years, we have continuously cultivated the property and raised our families there. In fact, we were honored by the Family Land Heritage Program as one of the few remaining historic ranches in Texas. Although I am currently working as an attorney in Austin, I still return home at least once a month to help my dad on the property. My fiancé and I spend all our holidays at my parent's house, and one day soon, I hope our children will enjoy spending time at the ranch.

My family isn't wealthy. We aren't powerful. But we love this land. This piece of property is just a point on a map to you, but to my family, its our entire legacy. Routes 1, 2, 3, and 4 would steal it away from us – just so a trucker could get around town a few minutes faster.

I beg of you, please do not move forward with Routes 1, 2, 3, or 4. The harm you will do is real, and it will be irreparable.

(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 October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org), and search "Relief Route Task Force," or contact Joe Muck at: [joe.muck@txdot.gov](mailto: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](mailto: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



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print):

<sup>STEHLINE</sup>  
Diane + Charles GALLAGHER

Address:

Email:

Comment:

THE Proposed Truck Route THAT  
INTERSECS HWY 87 AND OLD MASON  
ROAD WOULD BE DESTROYING VINTAGE  
HOMES THAT WERE BUILT IN 1852, THE STEHLING  
FAMILY WERE AMONGST THE EARLY FOUNDERS OF  
FREDERICKSBURG. WE ARE A FEW LEFT IN  
FREDERICKSBURG THAT HAVE NOT SOLD OUR  
HERITAGE + SOUL TO BIG CITY MONEY.  
AND HAVE NO INTENTIONS TO ALLOW  
A TRUCK ROUTE TO DESTROY IT!  
GO BY THE LAND ACROSS FROM THE SUB  
STATION ON 87N, NEXT TO THE RV PARK  
22 AC. ALREADY FOR SALE.

(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  
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# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Kent Stehling  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_  
Comment:

I live at \_\_\_\_\_, right at the corner of 87N and Old Mason Rd. right where routes 1 & 2 intersect with 87N. I am pleading to please **NOT** consider Routes 1, 2, 3 and 4. Our property and our current home is where my Great Great Grandfather settled from Germany in 1852 and built the 2 story rock home my family is currently living in. My family is the 5<sup>th</sup> & 6<sup>th</sup> generation to live in this home and on the surrounding property. Our family has already had two property takeovers for roads really close to the homestead. First, what is now the Old Mason Rd. and then Hwy 87N which is even closer to the home, about 250' away. Routes 1&2 would take more of our families land and surround us by these roads including me, my Aunt at 4149 & 4153 N US Hwy 87 and my cousin at 103 Old Mason Rd.

Routes 1, 2, 3 & 4 would just **NOT** make sense, taking more land through the middle of homesteads and beautiful creek side properties. It would also cost so much more than the other routes with the unnecessary additional mileage of roads. Routes 9 & 11 would have a much less impact on property values, homesteads and destruction of untouched land since there are so many commercial buildings and businesses there already and there is already a power line easement going through it. Even 7 & 8 is better as this comes out at the power station and next to the The Vinyards RV Park and there is even 21 acres of land next to the RV Park for sale. This bypass going along the areas of commercial businesses and power lines will certainly have a less impact on everyone than going on for another 2 miles out 87N in undisturbed property. This would solve the primary issue of getting the trucks off of Main Street without making more of an outside loop out of town that takes so much more property from families like ours. I strongly believe that these farther loops like 1, 2, 3, 4 and even 5 are unnecessary in order to solve the downtown truck issues with a bypass around the Main Street of Fredericksburg.

Thank you,  
*Kent Stehling*

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



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): LUCILLE STEHLING PAPE

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Comment:

I wish to register my vote AGAINST  
routes 1, 2, 3 and 4.

I am in favor of route 9 and 11. My  
first choice would be route 11.

Routes 1 and 2 would devastate our  
neighborhood, my great grandfather's ranch  
house constructed in 1880, my residence, my  
children's homes, — all would be destroyed.

Why come this far out ?? - Old Mason Road and  
 Hwy 89 ?? Route 11 is closer in and would  
certainly cost less.

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

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# Fredericksburg Relief Route Study

Public Workshop – September 24, 2018 – Fredericksburg High School Gymnasium  
Comment Form

Name: Randy and Michele Stehling

Address: [REDACTED]

Email: [REDACTED]

Comment:

Our family lives at 103 Old Mason Road and the entrance to our property is at the proposed intersections of Routes 1, 2 and 4 which converge on Highway 87N. Our family includes 6 generations which have lived on, farmed, and ranched this property since 1852. In 1996 our property was honored and recognized as a Family Land Heritage site (#2048). We take pride in knowing we have been good stewards of this land for more than 166 years and helped build the community in and around Fredericksburg.

We understand the need for and are not opposed to a relief route around Fredericksburg; however, we oppose Routes 1, 2, and 4 because we feel these routes as shown to intersect Highway 87N would be devastating to our family's property. In the area where these routes converge with 87N, the proposed new roadways would be within a few hundred feet of our home as well as three other Stehling family homes. The thought of a major truck route through the front yard of our home and other members of the Stehling family is almost unbearable to imagine after investing our entire lives in the land and homes we love so dearly. The intersection of Routes 1 and 2 are clearly more detrimental to more homes and active farming and ranching land than any of the other route intersections along 87N. **We fervently request routes 1 and 2 not be accepted or pursued.**

From studying the current proposed relief route options, we recommend more serious consideration be given to routes 9, 10, 11 and 12 which are shorter, do not cut through and destroy more of our beautiful hill country area, and would cost considerably less to build than Routes 1, 2, 3, and 4. Several of these options, particularly routes 9, 10, 11 and 12 would run through areas which are already affected by commercial development and include right of ways for major utilities.

Thank you,

*Randy Stehling Michele Stehling October 7, 2018*

We are NOT employed by TxDOT nor do business with TxDOT. We could NOT benefit monetarily from the project or other item about which we are commenting.

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): RICHARD STEHLING JR  
Address: [REDACTED]  
Email: [REDACTED]

## Fredericksburg Relief Route Study Conceptual Route Option

Route 1, 2, and 3 are more than twice the distance of the other routes. I can't even imagine route 1, 2 or 3 even being considered at all. Route 1, 2, and 3 would invade so many historic ranches and homesteads, which date back to the 1840, and now are owned and maintained by sixth generation family members.

Their ranches are all active in livestock production and located in the deer and wild game capital of Texas.

The cost to construct route 1 or 2 or 3 would surely be triple the cost of say route 9. After all, we are only trying to route traffic around the small town of Fredericksburg and not destroy and deface 170 year old homesteads and ranches.

Route 8 should be considered top of the list and route 7 or 9 also.

NOT Route 1 or 2 or 3.

*Richard Stehling Jr*

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



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): SAM STEHLING  
Address: [REDACTED]  
Email: [REDACTED]

Comment:

I AM IN FAVOR OF ROUTE 11.  
ROUTES 1, 2, 3, AND 4 WOULD  
DESTROY THE RANCH MY GREAT-  
GRANDFATHER HOMESTEADED  
IN 1852!

(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



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Sammy J Stehling  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

Comment:

I am the great-great grandson of Amandus Stehling, the eldest son of Norman and Florine Stehling and grandson of Richard and Ida Stehling. I am the father of two and grandfather of 6 who share the heritage that the Truck Relief Route's 1,2,3 and 4 would devastate.

The founding homestead of 1852 and surrounding homes of our family and friends would be destroyed by the proposed routes 1,2,3 and 4. As a result we would loose a critical part of the community and a grounding element in the lives of many who serve and support all that is core to values that are best in Fredericksburg, Texas and the United States. From the sacrifices of our founding here at this homestead we have multiplied to become business leaders, doctors, scientists, teachers, lawyers, craftsmen and more that have and continue to build our country. Those that grew up here have served and scarified lives in the defense of our nation and we ask that you leave us what is dear to the heart of our family and friends. Please do not destroy our founding homestead, disrupt our family homes and most importantly the critical binding heritage of our family and community with this project!

We submit that routes 9 and 11 are more practical. They are closer to the commercial properties and business that could benefit from the project and have less of a negative impact.

(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



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): TED STEHLING  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

Comment:

THE TRAFFIC PROBLEM IN DOWNTOWN FREDERICKSBURG  
IS A CITY PROBLEM NOT A COUNTY PROBLEM. A RELIEF ROUTE  
SHOULD CONSIDER STAYING CLOSE TO CITY SHOPPING DISTRICT.  
THE GREATER THE DISTANCE AROUND CITY AMENITIES WILL OUT A DOUBT  
CAUSE A GHOST TOWN EFFECT IN SHORT ORDER.

IN ORDER FOR FREDERICKSBURG TO MAINTAIN ITS GROWTH  
POTENTIAL ROUTE 11 WOULD BE A WISE SELECTION. NOT  
ONLY IS IT CLOSE TO THE CITY'S ALURE BUT ALSO SHORT FROM THE  
ASPECT OF BEING DOLLAR DRAIVE. ROUTE 11 WOULD SUFFICE FOR THE  
NEXT 75 YEARS OR MORE.

A LONG HIGH SPEED RELIEF ROUTE IS NOT THE ANSWER FOR  
DOWNTOWN FREDERICKSBURG.

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

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Austin, TX 78750



Fredericksburg Relief Route &lt;fredericksburgreliefroute@gmail.com&gt;

**Re: Fredericksburg Relief Route Study - Information**

2 messages

**Darlene Stewart** [REDACTED]  
To: Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

Sat, Sep 29, 2018 at 1:02 PM

Please consider this additional "outside outside the box" solution:

--Eliminate Main Street parking spaces completely from Adams St to Lincoln Street (ADA needs to be compliant, naturally), this will open up an additional lane of traffic in each direction. The center lanes will be assigned truck lanes.

--Create multi level parking in back of the visitors center and charge for parking (offering two free hours with vendor validation, and a monthly program for employees of businesses in the truck lane area)

Thank you for your consideration.

Darlene Stewart, Fredericksburg

On September 28, 2018, at 5:04 PM, Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com> wrote:

Greetings,

Thank you for participating in the public workshop for the Fredericksburg Relief Route Study on September 24<sup>th</sup>. 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 several days. If you were unable to provide input at the workshop, or if someone you know is interested in providing input, written comments are being accepted until October 9, 2018. Written comments should be submitted to:

Email: [FredericksburgReliefRoute@gmail.com](mailto: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 an online survey, visit

<https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/austin/0927180.html>.

The survey will remain open through October 9, 2018.

Sincerely,

Fredericksburg Relief Route Study Project Team

**Fredericksburg Relief Route** <fredericksburgreliefroute@gmail.com>  
To: Darlene Stewart [REDACTED]

Mon, Oct 1, 2018 at 2:39 PM

Ms. Stewart,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Thank you.

[Quoted text hidden]

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Tim & Pamela Taylor  
Address: [REDACTED]  
Email: [REDACTED]

Comment:  
We do not like Route 1. It will be the longest and the most expensive and we just renovated a home ~~to~~ that will be impacted. We would like ~~to~~ <sup>the highway should</sup> stay away from the Pedernales River. And we don't want the routes that are furthest away because we don't want urban sprawl. We do not want to lose our countryside.

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

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Fredericksburg Relief Route &lt;fredericksburgreliefroute@gmail.com&gt;

**RE: TxDOT Internet E-Mail**

6 messages

**Joseph Muck** <Joe.Muck@txdot.gov>

Wed, Sep 26, 2018 at 10:37 AM

To: [REDACTED]  
Cc: Cathy Kratz <Cathy.Kratz@txdot.gov>, "Fredericksburg Relief Route (fredericksburgreliefroute@gmail.com)" <fredericksburgreliefroute@gmail.com>

Thank you for your comment, we appreciate your thoughts and concerns. We will add it to the public record.

Please keep in touch with us if you have any future comments.

Thanks  
Joe

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

From: [REDACTED]  
Sent: Tuesday, September 25, 2018 9:14 PM  
To: Joseph Muck; Cathy Kratz  
Subject: TxDOT Internet E-Mail

Name: Mr. robert taylor [REDACTED]  
Address:

Phone:

Requested Contact Method:

Reason for Contact: Customer Service  
Complaint: No

Comment: After attending all 3 public sessions in fredericksburg this year concerning the traffic relief route, I believe only the shortest and least expensive route would have any chance of passing a county bond vote. Further with a bypass around fredericksburg consider using US 290E to IH10 to US83 to route especially large trucks around mason and brady.

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

**Joseph Muck** <Joe.Muck@txdot.gov>

Wed, Sep 26, 2018 at 10:39 AM

To: "Fredericksburg Relief Route (fredericksburgreliefroute@gmail.com)" <fredericksburgreliefroute@gmail.com>

fyi

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

From: Joseph Muck  
Sent: Tuesday, September 25, 2018 10:15 AM  
To: [REDACTED]  
Subject: RE: TxDOT Internet E-Mail

The routes and resources from last night are being uploaded to the project website today. When we have confirmation they are available, I will send you a link to them.

Thanks  
Joe

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

From: [REDACTED]

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Roselyn F. Treib S  
Address: [REDACTED]  
Email: [REDACTED]

Comment:

The most feasible route would be #1. If we do not go far enough out of the city it will only be about twenty years before all of this has to be done again. Too close to the city does not make any sense. ~~As to~~ Please consider to go as far from the city as possible.

Thanks for all your hard work!

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

James K. Spivey  
[REDACTED]  
[REDACTED]

Soledad M. Valenciano  
[REDACTED]  
[REDACTED]

October 9, 2018

The Honorable Linda Langerhans, [REDACTED]  
Mayor, City of Fredericksburg  
[REDACTED]  
[REDACTED]

Ms. Stacey Benningfield [sbenningfield@cpi.com](mailto:sbenningfield@cpi.com)  
CP&Y, Inc.  
13809 Research Boulevard, Suite 300  
Austin, Texas 78750

Mr. Joe Muck, [joe.muck@txdot.gov](mailto:joe.muck@txdot.gov)  
TxDOT Austin District  
P.O. Box 1515426  
Austin, Texas 78761

Mr. Kory Keller, Chairman [REDACTED]  
Gillespie County Relief Route Task Force  
[REDACTED]  
[REDACTED]

**Re: Comments to US 290 Fredericksburg Relief Route Study on behalf of 1851 Vineyards, LLC, et. al, in Opposition of Conceptual Route Options 5 and 8**

Dear Mayor Langerhans, Ms. Benningfield, Mr. Muck, Mr. Keller and Members of the Gillespie County Relief Route Task Force:

This law firm represents 1851 Vineyards, LLC; 1851 Management, LLC; Dabs Brown Hollimon; John Hollimon; Jeska Hollimon; Julie Hollimon; Jordan Hollimon and Drew Hollimon.

We begin this Comment Letter by expressing our gratitude to the City of Fredericksburg, the Gillespie County Relief Task Force, TxDOT, and CP&Y for its work in studying a potential relief route to serve Fredericksburg, its residents, and its visitors. We also appreciate this forum in which to provide feedback. We hope this Comment Letter assists each of you in your evaluation and decision-making regarding the appropriate route option to implement, if any.

The primary purpose of this Comment Letter is to address why the Hollimons and their family business, 1851 Vineyards, would be materially and forever impacted by the selection of Conceptual Route Options 5 or 8. Therefore, this Comment Letter requests that Conceptual Route Options 5 and 8 (and by design, Route 6) **not** be chosen. We respectfully request that further study of Conceptual Route Options 5 and 8, and any variation of either, be permanently abandoned. See Figures 1 and 2.

**SPIVEY VALENCIANO** PLLC

McAllister Plaza  
[REDACTED]  
[REDACTED]

[REDACTED] Facsimile

## THE LOCATION OF THE 1851 PROPERTY

Fredericksburg's 1851 Vineyards is located off of SH 16 along the banks of Live Oak Creek on what will be referred to as the "1851 Property."



Figure 1: 1851 Vineyards crossed by Conceptual Route Options 5 and 8.

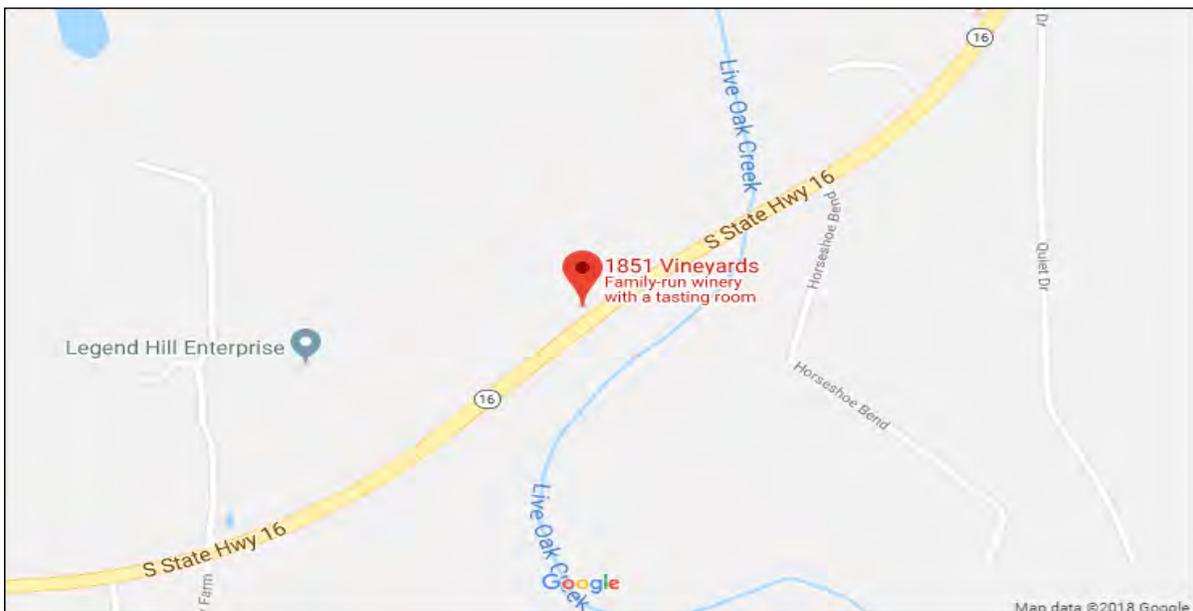


Figure 2: 1851 Vineyards location

## THE HISTORY OF THE 1851 PROPERTY

The 1851 Property has a rich history.<sup>1</sup> Local historians recount that the once-apprentice millwright, Carl Hilmar Guenther, began building Pioneer Flour Mills on the 1851 Property in 1851. See Figure 3. While the original Guenther flourmill, once located on the edge of the Live Oak Creek, no longer exists, many of the original structures do. See Figures 3 and 4.

For example, the two-story main house, spanning some 1900 square feet and built in 1853 sits near the southwest corner<sup>2</sup> of the 1851 Property. See Figure 4. Its accompanying guest house, spanning some 1000 square feet, sits nearby. The original barn and smokehouse still remain today. Notably, the historic Guenther residence is Dabs and John Hollimon's current home.

Together, the cherished homes, original barn and smokehouse share the designation of a Texas Historical Landmark. See Figure 5.



Figure 3: Guenther's Mill on Live Oak Creek (artwork by Hermann Lungwitz).

---

<sup>1</sup> See, e.g., <https://www.fredericksburgstandard.com/gillespie-life/german-leads-pioneer-mills>; <https://www.immigrantentrepreneurship.org/document.php?rec=788>; and <https://www.immigrantentrepreneurship.org/entry.php?rec=247>.

<sup>2</sup> This particular section of the 1851 Property spans 0.779 acres and is titled solely in the name of Dabs Brown Hollimon.



Figure 4: Historic Guenther Home located on 1851 Property.



Figure 5: Texas Historical Marker No. 10049 on the 1851 Property.

## THE HISTORY OF THE WINERY

In 1999 Dabs Brown Hollimon, the matriarch of the Hollimon Family, inherited the 1851 Property. At that time, the 1851 Property had a modest history of family winemaking. Dabs and her husband, John, both highly credentialed and soon-to-be-retired school teachers, saw a once-in-a-lifetime opportunity. They became winemakers.<sup>3</sup>

Dabs and John are now the proud owners and operators of 1851 Vineyards. Busier than ever, the Hollimons have turned the wine business into a true family business. In 2013, the first vines were planted. Today, the vineyards include Cabernet, Tannat, Malbec, Petite Sirah, Tempranillo, and Alvarinho grapes. The family strives to use sustainable farming practices to produce the highest quality grapes for winemaking. To make this all possible, Dabs earned her Winemaking Certificate and learned the winemaking process. John earned his Viticulture Certificate and assumed vineyard operations. Dabs and John's four grown children, Jeska, Julie, Jordan and Drew, help operate and otherwise support various facets of 1851 Vineyards.

In addition to acres of vineyards, the 1851 Property is flanked with improvements that support the winery. There is a 1500 square foot wine shop, a 3600 square foot wine processing shop, over 6700 square feet of patio space and over 640 square feet of wine storage. There are also well-established roads and driveways, sheds, barns and canopies.<sup>4</sup> See Figures 6 and 7.



Figure 6



Figure 7

<sup>3</sup> See also <https://www.1851vineyards.com/Our-Story/The-Family>.

<sup>4</sup> See also <https://cbsaustin.com/features/road-trippin/road-trippin-fredericksburg-1851-vineyards> and <https://www.thevineyardtrail.com/official-review-1851-vineyards-fredericksburg-tx/>

## THE IMPACT TO THE 1851 PROPERTY



Figure 8: Impact to the 1851 Property.

Figure 8 shows the layout of 1851 Vineyards. The wine shop, tasting room, wine processing facility, and extensive outdoor gathering areas and patios are identified in green. Several barns and sheds are identified in blue. The Historic Guenther home site, Historical Marker and current Hollimon residence is identified in yellow. An established driveway, several vineyards, and extensive roads fill the remainder of the 1851 Property.

As one can easily see, Conceptual Route Options 5 and 8 would devastate the 1851 Property. Conceptual Route Options 5 and 8 would destroy the Historic Guenther home site and Historical Marker, the Hollimon's home, the wine processing facility, the wine shop and related gathering areas, the barns, and the sheds.

Conceptual Route Options 5 and 8 would also destroy the vineyards and, ultimately, the Hollimons' family business. Building the 281 Relief Route on Conceptual Route Options 5 or 8 would divide the 1851 Property into separate sections that could not be operated without great difficulty and cost, if at all.

And of course, the 1851 Property's serenity and aesthetics, as well as its historic importance, would be forever destroyed.

Conceptual Route Options 5/6 and 8/6, along with the Conceptual Route Options located further south and west, include many stream and creek crossings. Understanding that such crossings have negative environmental impacts and likely increased engineering costs due to bridge considerations, the Hollimons request that, for this further reason, Conceptual Route Options 5 and 8 (and necessarily Conceptual Route Option 6 which connects to 5 and 8) be permanently abandoned and that no variation of these routes be further considered.

### **CONCLUSION**

On behalf of 1851 Vineyards, LLC; 1851 Management, LLC; Dabs Brown Hollimon; John Hollimon; Jeska Hollimon; Julie Hollimon; Jordan Hollimon and Drew Hollimon, we respectfully urge the selection of Conceptual Route Options that would avoid the 1851 Property altogether.

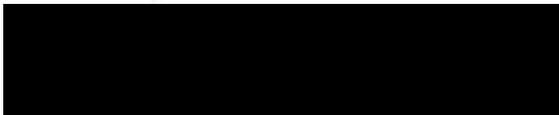
We respectfully request the abandonment of any consideration of Conceptual Route Options 5/6 and 8/6 (or any variation of them).

Given the impacts described herein, most notably the displacement of the Hollimons from their home, the destruction of the Historic Guenther home site, and the likely devastation to the 1851 Vineyards operations, Conceptual Route Options 5/6 and 8/6 should be avoided, abandoned and otherwise withdrawn from further consideration and study.

While my clients would prefer that the Task Force select a Relief Route that receives the most support by the affected landowners, they understand that isn't always possible. Therefore, to the extent a recommendation is appropriate, my clients recommend the selection of Conceptual Route Options of 11/12; 9/12; or 9/10. They appear to be the most widely supported routes based on discussions my clients have had with other local residents.

On behalf of my clients, thank you for the opportunity to provide comments to this study and for your consideration of the issues raised in this Comment Letter.

Very truly yours,

A large black rectangular redaction box covering the signature area.

Soledad M. Valenciano



Fredericksburg Relief Route <fredericksburgreliefroute@gmail.com>

---

**South route**

2 messages

---

**Al Weinzierl** [REDACTED]  
To: FredericksburgReliefRoute@gmail.com

Sat, Sep 29, 2018 at 5:10 AM

Consider the Southern Route.

---

**Fredericksburg Relief Route** <fredericksburgreliefroute@gmail.com>  
To: [REDACTED]

Mon, Oct 1, 2018 at 2:36 PM

Mr. Weinzierl,  
We appreciate your input and letting us know your thoughts. Your comment will be added to our public record.  
Thank you.

On Sat, Sep 29, 2018 at 5:10 AM Al Weinzierl [REDACTED] wrote:

Consider the Southern Route.

10/9/2018

Gmail - RE: TxDOT Internet E-Mail

 **Display Ad.pdf**  
2973K

 **Display Boards.pdf**  
5612K

 **Fact Sheet.pdf**  
199K

---

**Joseph Muck** <Joe.Muck@txdot.gov>

Fri, Sep 28, 2018 at 9:15 AM

To: [REDACTED]  
Cc: "Fredericksburg Relief Route (fredericksburgreliefroute@gmail.com)" <fredericksburgreliefroute@gmail.com>

I will look into this and get you an answer back.

Thank you  
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](mailto:Joe.Muck@txdot.gov)

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

From: [REDACTED]  
Sent: Thursday, September 27, 2018 5:50 PM  
To: Joseph Muck; Cathy Kratz  
Subject: TxDOT Internet E-Mail

Name: Mr. Donald West <[REDACTED]>  
Address:

[REDACTED]

Phone:

[REDACTED]

Requested Contact Method: Email

Reason for Contact: Customer Service  
Complaint: No

Comment: Regarding the Segment 1 of the proposed Fredericksburg Relief Route, at what mile mark as in a 911 address would the segment intersect Hwy 87? How wide would it be? I cannot find my property. It may be under the black line or segment 1. Thanks

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

---

**Carroll Bryla** <[REDACTED]>

Thu, Oct 4, 2018 at 11:00 AM

To: "fredericksburgreliefroute@gmail.com" <fredericksburgreliefroute@gmail.com>

Please add me to the list to receive updates. Carroll Bryla

---

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

Thu, Oct 4, 2018 at 6:07 PM

To: [REDACTED]

Ms. Bryla,  
Thank you for your email requesting to receive updates. You have been added to our database.  
Sincerely,  
The Fredericksburg Relief Route Study Project Team

On Thu, Oct 4, 2018 at 11:00 AM Carroll Bryla <[REDACTED]> wrote:

<https://mail.google.com/mail/u/6?ik=448da3edea&view=pt&search=all&permthid=thread-f%3A1612685032996182347&dsqt=1&siml=msg-f%3A1612...> 4/5

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Helen Whelstone

Address: [REDACTED]

Email: [REDACTED]

Comment:

After decades of debate on this issue by the residents of Gillespie County, I am eager for a final decision to be made regarding whether or not a relief route will be built and what the route will be.

The construction of a four lane ~~not~~ road near, or on, my property will affect whether or not I build a home (new or additional) on my property, and, beyond that, will affect whether or not I choose to continue to make Fredericksburg my home for the rest of my life.

\* Most importantly, if a four lane road is built near or on my property, it has the potential to affect my financial security. My ~~not~~ property is a major part of my financial security for the 2<sup>nd</sup> part of my life. I am currently 55 years old.

urgently

(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 October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org), and search "Relief Route Task Force," or contact Joe Muck at: [joe.muck@txdot.gov](mailto: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](mailto: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 Tuesday, October 9, 2018, to be included in the official record of this public workshop.

Please make a final decision as soon as possible so that all

all who will be affected can make the difficult decisions that will follow.

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium Comment Form

NAME: Bruce W. Wille

ADDRESS:

Email:



Comment:

1. First, at this time, I have no issue with any of the proposed routes.
2. My concerns are about the construction itself.
3. If this is truly going to be a relief route, at every national and state highway crossing, there needs to be overpasses included. Four of them! It makes absolutely no sense to call this a relief route if *ANY* of the traffic using it will be stopped during use.
4. Simple exit/enter lanes should be more than adequate for the next 50 years.
5. Once the project is concluded, the signals that will surely be required at the existing national and state highway intersections need to be coordinated with other signals preceding their access so as to not impede upon the traffic using these routes.
6. Pursuant to this requirement, special emphasis will be required at the beginning point on US 290 east and what I believe will be the termination on US 87 North.
7. We simply cannot create bottlenecks at any of these intersects when we are afforded to opportunity to mitigate them prior to construction. Allow generous amounts of exit / entrance footage so that traffic can ease into an exit lane and have the room to accelerate on the entrance lanes.
8. By any reasonable assumption, this project is 10 – 20 years from breaking ground.
9. That said, it bears noting that this relief route has been discussed (and should have already been built) since I graduated high school in 1965. That is critically important in that now would be the time to already be exploring the coming requirement to complete the route to the north from the current termination on US 87 north and back around to the beginning point on US 290.

10. Knowing that regardless of the final route, there will be those that object and it only follows that this process of keeping the local community involved be continued enabling the residents to be part of the solution and having no say in any part of the process.

(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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Written comments will be received and accepted by the project team via email at [FredericksburgReliefRoute@gmail.com](mailto: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 Tuesday, October 9, 2018, to be included in the official record of this public workshop.

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Camille Williamson

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Comment:

*I am extremely concerned and disappointed, about the choices of proposed loop route around Fredericksburg. (The idea that the route will destroy homesteads and take away land that has been in families for generations, is totally unacceptable. Fredericksburg is a town steeped in tradition, history, and family. Many families have had this land in their family for 7 or 8 generations. The loop will deny the property owners their rights, the right to pass on their legacy to their descendants. We are retired and live on a fixed income, and the loop will go right through our land and home! Route 9 is particularly unacceptable as it destroys the most homes and businesses of your choices! There must be another solution!*

(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 October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org), and search "Relief Route Task Force," or contact Joe Muck at: [joe.muck@txdot.gov](mailto: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



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): Marc Williamson

Address \_\_\_\_\_

Email: \_\_\_\_\_

Comment:

I continue to be amazed that given the rhetoric from the Task Force and TxDOT related to their espoused concern over homesteads and businesses, that routes such as number nine continue to be put forward. Option nine runs the length of our fifteen acres and passes directly through our house. This occurs after the route has crossed 290 west going through established businesses. As if destroying homes and businesses is not bad enough, option nine creates a stranglehold on any growth immediately south of the city. This limited access road will block out any expansion within the proximity of the city limits heading south. Route option nine is an obviously unacceptable alternative and should be removed from consideration.

(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 October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org), and search "Relief Route Task Force," or contact Joe Muck at: [joe.muck@txdot.gov](mailto: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](mailto: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 Tuesday, October 9, 2018, to be included in the official record of this public workshop.

Marvin Zgabay [REDACTED]  
to Fredericksburgreliefroute

Tue, Oct 9, 2018, 8:12 PM ☆ ↵

Route 1 is most definitely to for out of town and to costly.

Gillespie County residents need to decide if they want Frederickburg  
Downtown to stay alive. Or, are we willing to just let downtown close up shops, board up downtown and move elsewhere?

Highway 290 truckers will not drive 7 miles out pass dead man's curve on Highway 16 south and then another 7 miles back to 290 west when they only get 5 miles to the gallon of diesel.

This Route 1 will not only hurt the merchants, but all the employees who work for the merchants, the Guesthouses that make Frederickburg the quaint town it has become. And don't forget about the restaurants and gas stations. These businesses are all headed for the loop.

Remember what Interstate 10 did to Kerrville's downtown.

And what have you accomplished after shooting yourself in the foot.

Sure we need a Loop, but the Loop needs to be closer to town. It  
needs to be called, A Hazardous Truck Route that would allow prospective shoppers and guests to feel the welcome of our hospitality what Frederickburg has become known for.

Has anyone put a pencil to what it will cost to built up the road through the river bed and over the river vs not having to cross the river?

Fredericksburg is the town and we are the people and the decision you make will shape Frederickburg's future.

Marilyn Zgabay  
[REDACTED]



Fredericksburg Relief Route &lt;fredericksburgreliefroute@gmail.com&gt;

---

**Relief Route**

2 messages

Mon, Oct 8, 2018 at 3:18 PM

To: [REDACTED]  
Fredericksburgreliefroute@gmail.com

As a land owner directly affected by route 1, I strongly oppose this route. This route is not be practical for the following reasons:

1. Not practical for locals to use.
2. The length of the route is too long.
3. The **increased cost** to build bridges of over the Pedernales River.
4. More likely to kill the downtown because of the distance out.

I would propose a route that is closer to town which would do the following:

1. Allows locals and non-locals easy access
2. Less likely to kill downtown.
3. Lower cost to build
4. Allows faster commute from one end to another.

Randy Zgabay  
[REDACTED]

---

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

Mon, Oct 8, 2018 at 3:59 PM

To: [REDACTED]

Mr. Zgabay,

We appreciate your input and letting us know your thoughts. Your comments will be added to our public record.

Sincerely,

Fredericksburg Relief Route Study Project Team

[Quoted text hidden]

## **Relief Route Study**

These are the reasons not to use the outer most route for the Relief Route:

### **Construction:**

The length of the route would require too much real estate and building, making that amount of road very expensive. Closer to town routes don't need all the bridges. Building overpasses on Highway 16 and Highway 87 are too close to the river, causing access and exit lanes to be built into the flood plain of the river. Places on Highway 16 South where the relief route would cross were all under water in the 1978 flood. That flood took the pavement off the highway. The southern most routes will have to deal with a 42" pipeline soon to be built.

### **Convenience**

The route will be so long that people will still travel through town.

### **Hardships**

The outside routes will divide many farms and ranches. It will make it hard to move cattle across the road right of way. We would not have water for cattle on both sides of the road. You would have to drill us a new well, build powerlines for the pump, and build a new set of pens for the cattle to be worked in.

---

### **Environment**

It is too close to the river and too many creek crossings all causing environmental issues that can be avoided by not using the further out routes.

### **Historical**

Cheri Rothermill and Kent Stehling have old homesteads which will be impacted by the roads and I am sure there are others as well.

### **Conclusion**

Keep the towns problems closer to town. The closer to town routes will be cheaper to build and faster to travel. We do not need to encourage another development corridor. The town may need a relief route but keep it simple and not over built.

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): \_\_\_\_\_  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

Comment:

NO  
BYPASS

(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 October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org), and search "Relief Route Task Force," or contact Joe Muck at: [joe.muck@txdot.gov](mailto: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](mailto: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 Tuesday, October 9, 2018, to be included in the official record of this public workshop.

## **Appendix F**

Figures (hand-outs, display boards)

# Fredericksburg Relief Route Study



## Letter from Kory Keller, Task Force Chair

Dear Neighbors,

On behalf of the Gillespie County Relief Route Task Force, thank you for your participation during the May 31<sup>st</sup> 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,

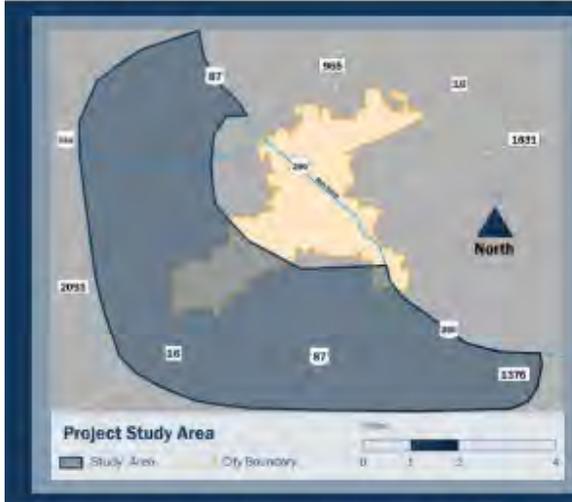
Kory Keller  
Chairman of the Gillespie County Relief Route Task Force

# Fact Sheet

## Fredericksburg Relief Route Study



### Fact Sheet



### ABOUT THE STUDY

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

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

### STUDY PROCESS AND PURPOSE

The Fredericksburg Relief Route Study will identify and evaluate route options in order to develop a locally preferred option that reflects community values and is consistent with the minimum requirements agreed to by TxDOT, the City of Fredericksburg, and Gillespie County.

Attendees at the May 31<sup>st</sup> workshop provided location suggestions for the potential relief route. The study team used those suggestions to develop the conceptual route options shown tonight. Input from the May 31<sup>st</sup> workshop was also used to refine the goals and objectives of the project. Tonight, we are seeking your input on the conceptual route options and asking for your assistance in further refining them. Input and suggestions received tonight will be considered as the route options are further refined and the refined options evaluated.

Assuming the current study is successful in identifying a locally preferred option, that option would be the starting point for any future phases of project development, including a detailed environmental study, should the project advance.

### COMMUNITY DRIVEN EFFORT

The Gillespie County Relief Route Task Force, which was established in 2013, is charged with finding a solution to this high-priority transportation and community challenge.

It is the intent of the City, County, Task Force, and TxDOT to actively engage the community throughout the study process. By encouraging participation and community-wide dialogue, a transportation solution can be identified that preserves Main Street as the heart of Fredericksburg, minimizes community impacts and reflects community values.

There will be numerous opportunities for the public to provide input and feedback regarding the study and the potential relief route. Opportunities will include public workshops, open houses, and one-on-one or small group stakeholder meetings.

For more information, or to take a survey on or before October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org), and search "Relief Route Task Force," or scan this QR code: Or, contact Joe Muck at [joe.muck@txdot.gov](mailto:joe.muck@txdot.gov) or 512.715.5702.



### TYPICAL PROJECT DEVELOPMENT PROCESS



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

Last Updated: September 24, 2018

## Frequently Asked Questions

# Fredericksburg Relief Route Study



## Frequently Asked Questions

- 1. Who is on the Gillespie County Relief Route Task Force and what is the Task Force's role?**

The Task Force is comprised of 12 individuals representing the following entities: City of Fredericksburg, Gillespie County, Fredericksburg Chamber of Commerce, Gillespie County Economic Development Commission, Fredericksburg Convention and Visitor Bureau, and the general public. This study is a locally driven process led by the Task Force; as such, the Task Force will be the local tie to the community. The Task Force will ensure that a local voice is considered throughout the study and that the process is transparent and inclusive. Members' experiences, insights, and ties to the community are pivotal to the ultimate success of the study.
- 2. What is the study timeline?**

Using input received from the May 31st workshop, the study team developed the conceptual route options shown tonight. Over the course of the study, the route options will be refined and evaluated in order to identify a locally preferred route option. The study will include numerous opportunities (additional public workshops and open houses) for the public to engage and provide input. It is anticipated that the study will be finished in 2019.
- 3. What happens if we do nothing?**

Traffic congestion on Main Street will continue to get worse. As a result, safety and mobility will continue to decrease. These factors (increased traffic, reduced safety and mobility) will make it harder for visitors to reach the downtown tourist area and will also make it harder for local residents to move around town safely and efficiently. Increases in land values and construction costs are also anticipated. So, if the project is postponed, the amount of tax dollars required for a future project would continue to increase.
- 4. What is being studied during the Relief Route Study?**

Traffic, engineering and environmental studies will be conducted in conjunction with the Relief Route Study. Through the various studies and investigations, and with input from the public, the conceptual route options (shown tonight) will be refined and the number of options reduced. The ultimate goal of the study is the identification of a single locally preferred route option. The locally preferred route option would then be the basis for future phases of project development.
- 5. How will the potential routes be developed and selected?**

The route identification process began at the May 31st workshop. Participants were asked to provide suggestions about the potential relief route. These suggestions were then used to develop the conceptual route options that you see tonight. 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 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 route options and the evaluation data for each of the options, and will again seek your feedback/input. This iterative process of refining and evaluating route options, and using the results to reduce the range of options, will continue until a single locally preferred route option is identified. Throughout the process, the public will be engaged through workshops and meetings.
- 6. How can I participate?**

In addition to suggesting route modifications/refinements (by drawing on the available maps), you are encouraged to submit written comments on the provided form and participate in the survey. If you are unable to take advantage of all opportunities at this workshop, you may send written comments on or before Tuesday, October 9, 2018, to the project team at:

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

You can also take a survey online until October 9, 2018, by visiting [fbgtx.org](http://fbgtx.org) and searching "Relief Route Task Force."
- 7. How can I stay informed?**

If you would like to be added to the database that receives updates for this study, please email the project team at: [FredericksburgReliefRoute@gmail.com](mailto:FredericksburgReliefRoute@gmail.com).

## ROW Summary



# FREDERICKSBURG RELIEF ROUTE STUDY

### OVERVIEW

If the Fredericksburg Relief Route moves forward, the City of Fredericksburg and Gillespie County will be responsible for acquiring any property needed for highway right-of-way (ROW). When acquiring the needed ROW, the city and/or county would follow the Texas Department of Transportation (TxDOT) ROW acquisition process and comply with TxDOT requirements.

The booklets "State Purchase of Right of Way," "Landowner's Bill of Rights" can be found online at: <http://www.txdot.gov/government/processes-procedures/row.html>.

### FREQUENTLY ASKED QUESTIONS

- 1. What property can be purchased?**

Generally, only the property "necessary or convenient for specific highway purposes" can be acquired. One exception to that rule allows that an owner's remaining property may be acquired voluntarily under certain limited circumstances, but only if the landowner requests or agrees to sell the remaining property on mutually agreeable terms.
- 2. What is the general process for ROW acquisition?**

After land surveys are conducted and the boundaries (metes-and-bounds) of the needed property are established, market value appraisals are obtained from independent real estate appraisers, offers are made to property owners, and negotiations are initiated. Negotiations either produce a purchase agreement or result in eminent domain if no agreement can be reached.
- 3. What is an administrative settlement? How does that benefit property owners?**

An administrative settlement is essentially the potential for a property owner to make a counter offer to the original offer. It improves the process for most property owners by replacing the "one offer" negotiation process. Administrative settlements are generally limited to only one such counter offer, and if the offer is not accepted, the eminent domain process will begin.
- 4. Under what circumstances will TxDOT use eminent domain?**

The city, county and TxDOT are committed to conducting negotiations in a manner that is comprehensive in its respect for the private property and rights of land owners. The goal is to come to an agreement with each landowner. Acquisition of ROW through the eminent domain process is a last resort.
- 5. What assistance is provided once my property is acquired?**

Residents and tenants may be eligible for relocation assistance. This assistance includes locating another home or business, and financial assistance in the form of moving and related expenses. Such benefits, if any, are in addition to the offer for your property and are handled separately from the purchase of real property. Additional information about relocation assistance can be found at <http://www.txdot.gov/government/processes-procedures/row.html>.

### RIGHT OF WAY PROCESS



SOURCE: Texas Department of Transportation (modified)

[http://ftp.dot.state.tx.us/pub/txdot-info/library/pubs/cit/conspro/landowners\\_bill\\_of\\_rights.pdf](http://ftp.dot.state.tx.us/pub/txdot-info/library/pubs/cit/conspro/landowners_bill_of_rights.pdf)

Comment Form

# Fredericksburg Relief Route Study



Public Workshop • September 24, 2018 • Fredericksburg High School Gymnasium  
Comment Form

Name (Please Print): \_\_\_\_\_  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

Comment:

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(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 October 9, 2018, visit [www.fbgtx.org](http://www.fbgtx.org), and search "Relief Route Task Force," or contact Joe Muck at: [joe.muck@txdot.gov](mailto: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](mailto: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 Tuesday, October 9, 2018, to be included in the official record of this public workshop.

Fredericksburg Relief Route Study

# WELCOME

## PUBLIC WORKSHOP

Fredericksburg Relief Route Feasibility Study

**Sign in** so we can keep you updated on the study

 **Share** your comments by October 9, 2018

 **Take** the survey by October 9, 2018



# 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**

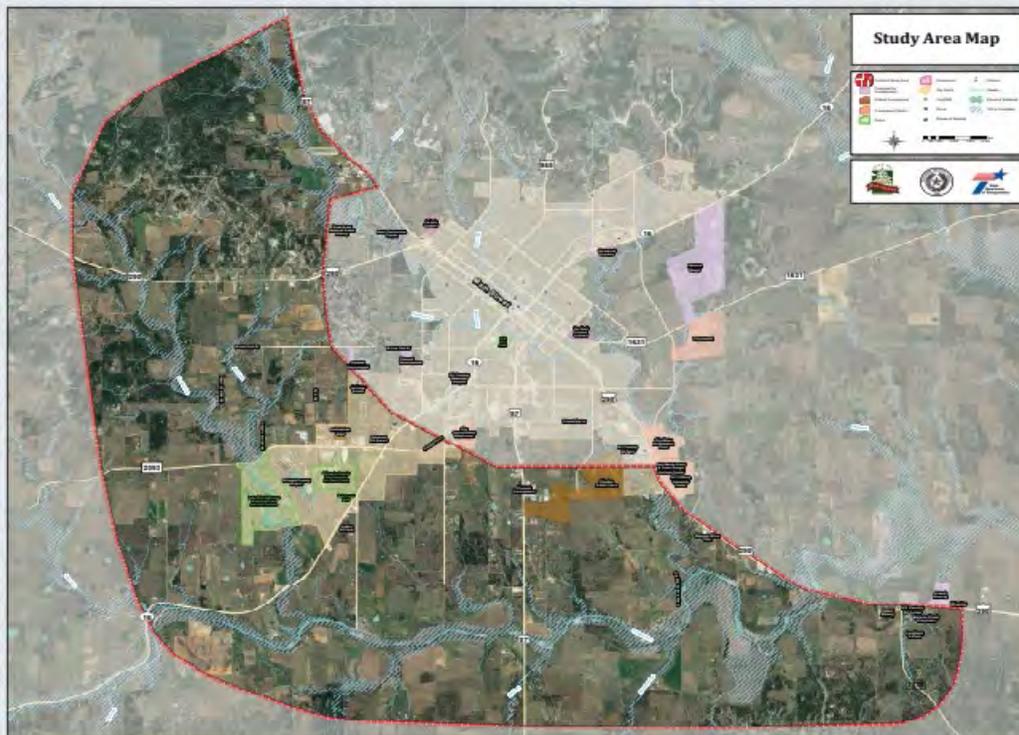
**Fredericksburg Convention and Visitor Bureau**

**Gillespie County Farm Bureau**

**General Public Representatives**



# Fredericksburg Relief Route Study



# Fredericksburg Relief Route Study

## TYPICAL PROJECT DEVELOPMENT PROCESS



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



# Fredericksburg Relief Route Study

## Goals and Objectives

### Protect and Preserve Property

- Minimize potential displacements (residential and commercial)
- 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

## Existing Main Street Traffic

- Approximately 16,000 vehicles per day (average)
- Approximately 1,600 trucks per day (average)
- Based on existing traffic volumes, a relief route would divert approximately 6,500 vehicles away from Main Street per day.
  - Of the 6,500 vehicles from Main Street, approximately 1,000 would be trucks (about 60% of existing truck traffic).



## Projected Main Street Traffic

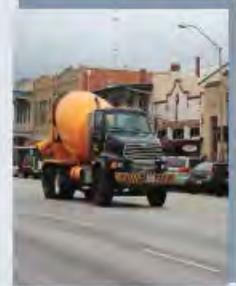
- If a relief route is not built, it is expected that traffic on Main Street would continue to increase over the next 20 years, with a corresponding increase in truck traffic.
- A more detailed traffic analysis will be conducted as part of future phases of this study.



# Fredericksburg Relief Route Study

## TRUCKS THROUGH FREDERICKSBURG

### TRUCK TYPES IN THE AREA



STANDARD TRUCK



TRACTOR-TRAILER

### PERCENTAGE OF TRUCKS CARRYING HAZARDOUS MATERIALS

MAIN STREET	4.26%
US 87 SOUTH OF US 290	6.67%
US 290 EAST OF US 87	2.20%

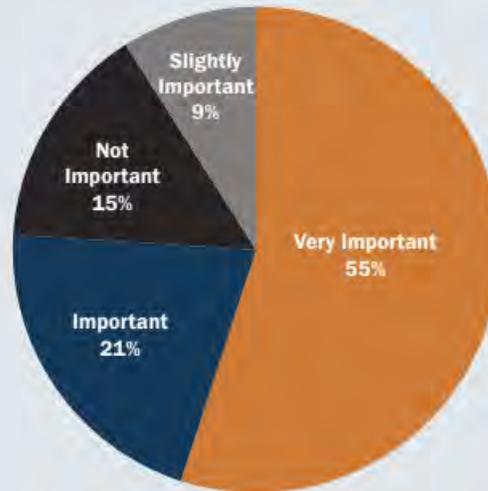
Source: Texas A&M Transportation Institute



# Fredericksburg Relief Route Study

## TRUCK TRAFFIC

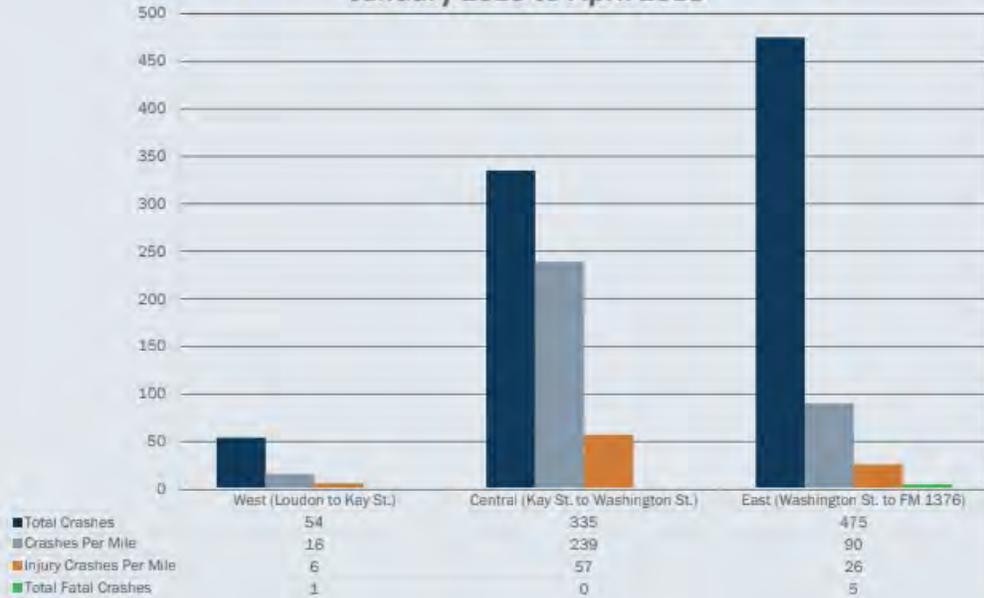
Workshop #1 survey participants were asked how important they felt it was to get commercial trucks off Main Street. The figure below summarizes the responses to this question.



# Fredericksburg Relief Route Study

## US 290 CRASH SUMMARY

January 2010 to April 2018



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

Source: TxDOT



# Fredericksburg Relief Route Study

## RAW LAND VALUES



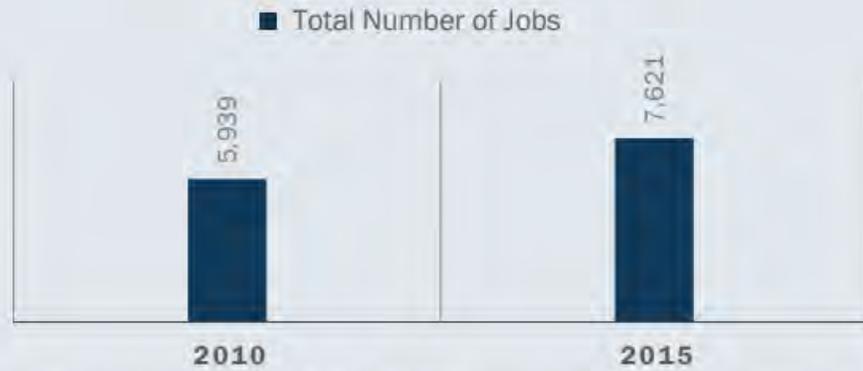
From 2006 to 2017, the average price per acre for raw land in Gillespie County rose from \$8,462.16 to \$10,389.51, which is a 22.8% increase. The yearly average land appreciation rate was 1.9%.

Source: Gillespie County Economic Development Commission



## ECONOMIC GROWTH

### TOTAL NUMBER OF JOBS IN FREDERICKSBURG



Fredericksburg's economy is growing, with a 28% increase in jobs between 2010 and 2015.

Source: United States Census



# Fredericksburg Relief Route Study

## AREA GROWTH



1995



2005



2011



2017



# Fredericksburg Relief Route Study

## WORKSHOP 1 COMMENT OVERVIEW

"Why can't you use Friendship Lane?"

"If you are considering Friendship Lane, adding truck traffic as well would be detrimental to the flow of traffic that is already there."

"I don't believe a truck route is needed."

"Please take into consideration not only the historical aspect of downtown, but also the historical aspect of the 100-150 year farms, still being farmed by the same family."

"The only thing that really needs to be done is to get some of the big trucks and tractor/trailer rigs off Main Street."

"We need a relief route but don't want to sacrifice our heritage for it!"

"Do not build something that will not serve the community in the 2030s!"

"Have the bypass start as far out of town as possible."

"I would encourage a route as far away from the city as feasible to minimize disruption and accommodate future growth."

"Has to be done. Downtown is no longer a safe place."

"Don't disrupt property unless you can accommodate the property owner."

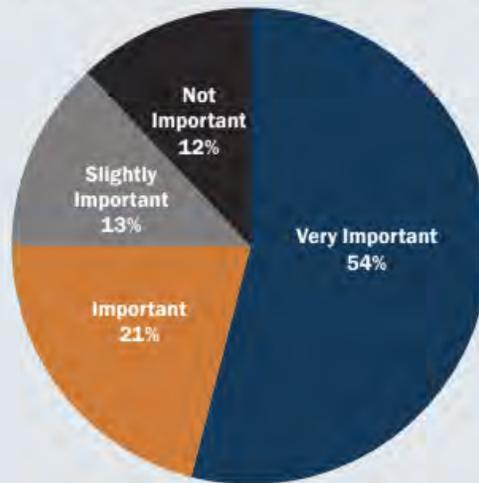
\* Comments shown reflect a representative sampling and are not all-encompassing.



## Fredericksburg Relief Route Study

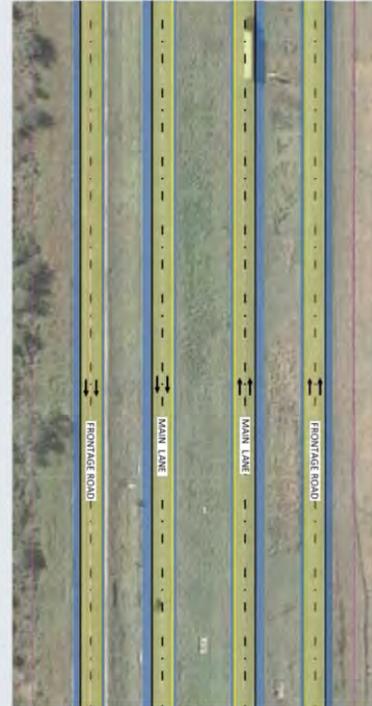
# IMPORTANCE OF RELIEF ROUTE

Workshop #1 survey participants were asked how important they believe a US 290 relief route to be. The figure below summarizes the responses to this question.



# Fredericksburg Relief Route Study

## Conceptual Layout with Frontage Roads

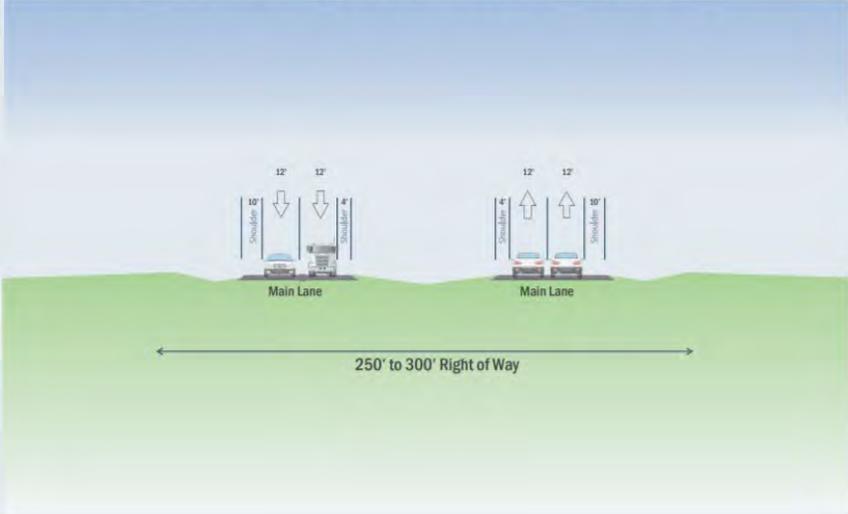


- NOTES: 1) Access would be controlled; driveway connections would be allowed along frontage roads.  
2) It is anticipated that construction would occur in phases. During initial phases, only portions of the roadway depicted here would be constructed.  
3) Layouts are not to scale.



# Fredericksburg Relief Route Study

## Conceptual Layout without Frontage Roads

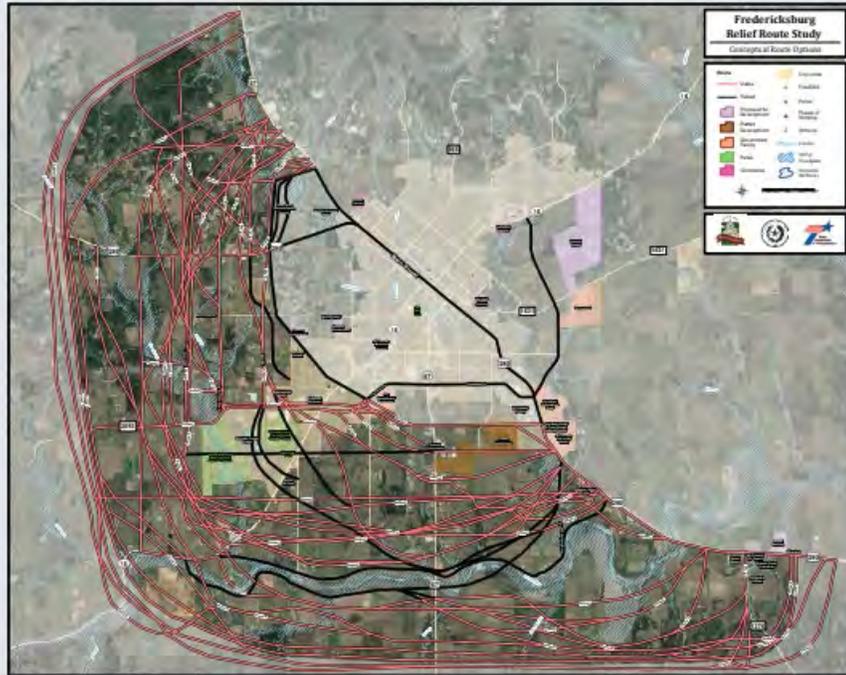


NOTES: 1) Access would be controlled; no driveway connections would be allowed.  
2) Layouts are not to scale.



# Fredericksburg Relief Route Study

May 31st Workshop Route Suggestions - All







# MAP ACTIVITY

**USE RULERS TO SUGGEST  
MODIFICATIONS TO THE  
CONCEPTUAL ROUTE OPTIONS**



# **COMMENT**

## **PROVIDE YOUR INPUT**



# **SURVEY**

## **SHARE YOUR THOUGHTS**



## **Appendix G**

Post-workshop outreach materials

## **Post Workshop Email Blast**

Greetings,

Thank you for participating in the public workshop for the Fredericksburg Relief Route Study on September 24<sup>th</sup>. 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 several days. If you were unable to provide input at the workshop, or if someone you know is interested in providing input, written comments are being accepted until October 9, 2018. Written comments should be submitted to:

Email: [FredericksburgReliefRoute@gmail.com](mailto: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 an online survey, visit  
<https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/austin/0927180.html>.  
The survey will remain open through October 9, 2018.

Sincerely,

Fredericksburg Relief Route Study Project Team