

Fredericksburg Relief Route Study
Frequently Asked Questions
Updated: March 29, 2019

1. Will the Preliminary Traffic Analysis that is often cited as the basis of design be made available to CIRR?

The preliminary traffic (origin/destination) study has been posted to City of Fredericksburg website. As a reminder, the origin/destination study was used to determine where (north or south of the city) the facility would provide the most benefit. The study indicated that greater benefit would be realized by locating the facility to the south of town with a connection to US 87 North. The study area was located accordingly. Detailed traffic/operational analyses of the (yet-to-be identified) primary route options will be conducted during the summer of 2019.

2. What, if any, input or responsibility will the Task Force (TF) have in the selection of routes in the elimination process (8 to 3 routes, 3 to 1 route)?

The Task Force was established to oversee the work of the project team. The Task Force does not advocate for or against the project. Instead, their focus is on ensuring the process is reasonable and sensible, and that the community's interests and concerns are understood and considered by the project team.

The process of eliminating route options is driven by technical criteria and public opinion. The Task Force will check the work performed by the study team before the results are presented to the public, but they will not be voting on the elimination of routes.

3. In the 8 to 3, and 3 to 1 route elimination process, will all the determining factors / criteria be identified and weighed for value?

Draft evaluation criteria have been developed and the first screening (of the 8 preliminary route options) is now underway. It is anticipated that the first screening will result in identification of 3 or 4 primary route options. Those options will be further evaluated during the second screening to identify the locally-preferred option. The results of the first screening will be presented at an open house planned for late spring or early summer. The results of the second screening will be presented at an open house to be held in late summer or fall of this year. The criteria will not be weighted.

4. Will an objective type "scorecard" be developed and made available to the public?

Yes, the results of the first screening will be shown to the public at the late spring or early summer open house. The results of the second screening will be shown at the late summer or fall open house.

5. Would there ever be a situation in which the TF would NOT recommend the final route selection to the City / County?

The Task Force is not advocating for or against the relief route. They are overseeing the technical process and checking the work of the study team. Upon completion of the Relief Route Study, study findings will be presented to the City and County. Ultimately, the City and County, in cooperation with TxDOT, will decide whether the project will move forward.

6. Will the TF ever establish a “not to exceed maximum cost level” for expenses to the City / County?

Cost will be a factor in the elimination of routes. The Task Force is not advocating for or against the project. Instead the Task Force is overseeing the study process. If, after completion of the current Relief Route Study, TxDOT, the City and the County agree that the project will move forward, they will work together to develop a plan to fund the project and establish the local contributions.

7. Is the TF comfortable that 9 out of the 12 route options will have been eliminated with no consideration to cost?

The Relief Route Study is a community driven process. To that end, public input played a key role in identification of route options as well as elimination of some of those options. At the suggestion of the Task Force, right-of-way cost and construction cost estimates are now being developed and will be considered during the technical evaluation (first screening) of the remaining route options.

8. Based on the fact that the relief route design is of significantly greater capacity than the roads it serves, can exceptions to the “United States Highway network” criteria be made and by whom?

The capacity of the potential relief route is the same as the capacity of existing US 290 – east and west of Fredericksburg. US 290 (east and west) approaching Fredericksburg is a 4-lane undivided roadway. The relief route, as currently envisioned, would consist of four mainlanes for through traffic. Thus, the existing and proposed roadways provide the same through traffic capacity. Except where required to prevent landlocking adjacent properties, frontage roads would be optional and dependent upon input from the local community. In those areas where frontage roads are neither required nor desired, it may be possible to reduce the amount of right-of-way required.

9. With the study team's criteria of a 70mph highway, is it being assumed overpasses / cloverleaves will be required at a minimum of 5 intersections (290 east / 87 south / 16 south / 290 west / 87 north)?

Yes, at a minimum, grade separations (overpasses or underpasses) are assumed at the five intersections.

10. Could TxDOT identify a normal Average Daily Traffic (ADT) count for a highway of the proposed design. The construction of an I-10 type highway to help siphon some traffic off Main Street is very hard to comprehend, and any data supporting this concept would be appreciated.

The relief route would not be an interstate highway and is not being designed to interstate standards. Instead, as indicated above, a 4-lane divided roadway is proposed. A 4-lane relief route would provide the same through capacity as existing US 290 east and west of Fredericksburg. Dividing the highway enhances safety by significantly reducing the potential for head-on crashes. As indicated previously, frontage roads would be optional and dependent upon input from the local community (except where required to prevent landlocking adjacent properties).