The evaluation criteria table was filled out to compare the two recommended relief route options (including the no build option) to each other.

	US 281 Blanco Relief Route Study - Evaluation Table						
	Evaluation Parameter	**Description**	**Units**	**Existing US 281** 2023	**No Build** 2045	REFINED **Option 3 East (Yellow)** 2045	REFINED **Option 4 East (Green)** 2045
Safety	Intersection and driveway safety	Reduction in intersection and driveway crashes (all severities)	% of crashes reduced	N/A	N/A	54%	51%
	Roadway safety	Reduction in total crashes (all severities)	% of crashes reduced	N/A	N/A	15%	11%
		Reduction in bike/ped crashes	% of crashes reduced	N/A	N/A	51%	49%
		Reduction in fatalities and injury crashes	% of crashes reduced	N/A	N/A	9%	4%
	Driver behavior	Separating pass-through and local traffic. Percentage of drivers that would use the relief route instead of existing US 281.	% of traffic diversion	N/A	N/A	52%	49%
Congestion Mitigation	Passenger vehicle congestion	Reduction in travel time between forecast and existing (average throughout the year)	% change from No Build	N/A	N/A	26%	24%
	Freight congestion	Reduction in travel time between forecast and existing (average throughout the year)	% change from No Build	N/A	N/A	24%	22%
	Travel time reliability	Forecasted travel time (seasonal averages for Summer and Spring)	minutes of travel	17 min	21 min	15 min	15 min
	How would building a relief route impact travel on existing US 281 through Blanco? Motor vehicle average delay (existing US 281 through downtown Blanco under each US 281 Relief Route Option)	Average delay (seconds) The amount of time, on average, that a driver would need to wait at each traffic signal (RM 32, Blanco Ave, 4th Street) on existing US 281 if a relief route was constructed.	seconds of delay	28 sec	108 sec	42 sec	47 sec
		Level of service defines how well vehicle traffic flows along a road. A - Free flow, with low volumes and high speeds. B - Reasonably free flow, but speeds beginning to be restricted by traffic conditions. C - Stable flow, but most drivers are restricted in the freedom to select their own speeds. D - Approaching unstable flow; drivers have little freedom to select their own speeds. E - Unstable flow; may be short stoppages. F - Forced or breakdown flow; unacceptable congestion; stop-and-go.	level of service	C	F	D	D
		Average delay (% change) Percent change in time (average) when compared to No Build that a driver would need to wait at each traffic signal (RM 32, Blanco Ave, 4th Street) on existing US 281 if a relief route was constructed.	% change from No Build	N/A	N/A	60.6%	56.0%
Feasibility, Design and Engineering	Length	Overall length of relief route option	miles	N/A	N/A	4.12	5.33
Environmental & Community Resources	Right of way	Amount of new right of way needed	acres	N/A	N/A	151.1	156.2
	Parcels affected	Total parcels	# of parcels	N/A	N/A	23	16
	Displacements	Total displacements	# of structures	N/A	N/A	0	1
	Conservation easements	Known conservation easements	# of acres	0	0	0	0
	Potential golden-cheeked warbler habitat	Suitable habitat **impacted** (type/age/height of trees, contiguous wooded areas, canopy cover, etc.)	acres	0	0	0	0
	Cemeteries	Number of cemeteries affected	# of cemeteries	0	0	0	0
	Historic properties	Number of historic properties affected	# of historic properties	0	0	0	0
	Archeological resources	Relative likelihood for National Register of Historic Places-eligible prehistoric archeological sites to be preserved in the near surface (less than three feet) or at deeper levels in the mapped areas. High potential - PALM Class 7-9	High potential (acres)	26	26	42	69

Preliminary and subject to change (DRAFT: 1.21.25)
The potential relief route options are preliminary and can be refined as the design progresses.

The evaluation criteria table was filled out to compare the two recommended relief route options (including the no build option) to each other.

	US 281 Blanco Relief Route Study - Evaluation Table						
	Evaluation Parameter	Description	Units	Existing US 281 2023	No Build 2045	REFINED Option 3 East (Yellow) 2045	REFINED Option 4 East (Green) 2045
	Water	FEMA mapped Floodplain within right of way	acres	8	8	15	21
		Water wells within right of way (potentially displaced wells)	# of wells	0	0	1	0
		Potential wetlands within right of way	acres	3	3	4	3
		Length of stream crossing within right of way	linear feet	5,087	5,087	3,365	2,514
		Stream crossings within right of way	# of crossings	23	23	7	5
	Prime and other important farmland	Farmland within right of way	acres	0	0	51	55
	Parkland	Section 6(f) protected parkland within right of way	acres	0	0	0	0
		Section 4(f) protected parkland right of way	acres	0	0	0	0