

Preliminary evaluation criteria were developed to compare the relief route options (including the no build option) to each other. After this workshop, the study team will fill out this table and share the results at a future community workshop.

US 281 Blanco Relief Route Study - Evaluation Criteria Table											
	Evaluation Parameter	Description	Units	Existing US 281 (2023)	No Build (2045)	Relief Route Option 1 West (Turquoise)	Relief Route Option 2 West (Orange)	Relief Route Option 3 East (Yellow)	Relief Route Option 4 East (Green)	Relief Route Option 5 East (Blue)	Relief Route Option 6 East (Purple)
Safety	Intersection and driveway safety	Reduction in intersection and driveway crashes (all severities)	% of crashes reduced								
	Roadway safety	Reduction in total crashes (all severities)	% of crashes reduced								
		Reduction in bike/ped crashes	% of crashes reduced								
		Reduction in fatalities and injury crashes	% of crashes reduced								
Driver behavior	Separating pass-through and local traffic	% of traffic diversion									
Congestion Mitigation	Passenger vehicle congestion	Reduction in travel time between forecast and existing (average throughout the year)	minutes of travel								
	Freight congestion	Reduction in travel time between forecast and existing (average throughout the year)	minutes of travel								
	Travel time reliability	Forecasted travel time (seasonal averages for Summer and Spring)	minutes of travel								
	Motor vehicle level of service (US 281 Relief Route Options)	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 letter grade rating (A through F)								
	Motor vehicle level of service (existing US 281 through downtown Blanco under each US 281 Relief Route Option)	Level of service defines how well vehicle traffic flows along a road.	level of service letter grade rating (A through F)								
Statewide Connectivity	Texas Highway Trunk System compliance	The Texas Highway Trunk System is a network for rural highways to: improve rural mobility; connect major activity centers; provide access to ports of entry into Texas; and connect with principal highways from adjacent states.	yes/no								
	National Highway System compliance	The National Highway System consists of roadways important to the nation's economy, defense, and mobility.	yes/no								
	Strategic Highway Network compliance	The Strategic Highway Network is a system of roads deemed necessary for emergency mobilization and peacetime movement of heavy armor, fuel, ammunition, repair parts, food, and other commodities to support U.S. military operations.	yes/no								
	National Highway Freight Network compliance	National Highway Freight Network is the highway portion of the U.S. freight transportation system.	yes/no								
	Access to network	Potential secondary impacts related to impacting access to other network links	low/medium/high								
Economic Development	Population	Population projections	# of people								
	Number of potential east-west connections	Evaluate the number of TxDOT network road that could be connected to the relief route based on its potential alignment	# of connections								
	Land open to development	Acres of land not developed between the new alignment and the city limits	range of acres								
	Estimated economic impact	Traffic estimated to be pulled away from town	annual average daily traffic								
	Local access	Evaluate the number of local roads that could be connected to the relief route/frontage roads based on its potential alignment	# of potential connections to local streets								
	Parcels within 1,000 feet of ROW	Add commercial, residential, agricultural, vacant, utility	acres								
Feasibility, Design and Engineering	Bridges	Bridges crossing 100-Year floodplain	# of bridges								
	Vertical considerations	Ability to accommodate large trucks (how flat or steep is the road)	slope/grade (%)								
	Horizontal considerations	Ability to allow for free flow speed (how curved or twisty is the road)	curve radius (feet) cross slope (%)								
	Grade separations	Potential number of grade separations needed based on connection points, streams, oil/gas pipeline easements	# of potential grade separations								
	Length	Overall length of relief route option	miles								
Environmental & Community Resources	Right of way	Amount of new right of way needed	acres								
	Parcels affected	Residential parcels	# of residential								
		Commercial parcels	# of commercial parcels								
		Total parcels (residential + commercial)	# of parcels								
	Displacements	Residential displacements	# of residential structures								
		Commercial displacements	# of commercial structures								
		Total displacements (residential + commercial)	# of structures								
	Potential golden-cheeked warbler habitat	Suitable habitat (type/age/height of trees, contiguous wooded areas, canopy cover, etc.).	acres								
	Cemeteries	Number of cemeteries affected	# of cemeteries								
	Historic properties	Number of historic properties affected	# of historic								
	Water	Floodplain within right of way	acres								
		Stream crossings within right of way	# of crossings								
	Oil/gas pipelines	Pipeline crossings within right of way	# of crossings								
		Length of pipeline within right of way	feet								
Prime and other important farmland	Farmland within right of way	acres									
Parkland	Section 6(f) protected parkland within right of way	acres									
	Section 4(f) protected parkland right of way	acres									

Preliminary and Subject to Change (DRAFT: 11/7/23).

The potential relief route options are preliminary and can be refined as the design progresses.

Preliminary evaluation criteria were developed to compare the relief route options (including the no build option) to each other. After this workshop, the study team will fill out this table and share the results at a future community workshop.

US 281 Blanco Relief Route Study - Evaluation Criteria Table											
	Evaluation Parameter	Description	Units	Existing US 281 (2023)	No Build (2045)	Relief Route Option 1 West (Turquoise)	Relief Route Option 2 West (Orange)	Relief Route Option 3 East (Yellow)	Relief Route Option 4 East (Green)	Relief Route Option 5 East (Blue)	Relief Route Option 6 East (Purple)
Preliminary Costs	Estimated construction cost	construction cost/mile	dollars								
		total planning level cost	dollars								
	Estimated utility relocation cost	utility relocation and installation costs	dollars								
	Estimated right of way cost	right of way acquisition cost	dollars								
Other Topics	International Dark Sky Community	An International Dark Sky Community is a community that has shown exceptional dedication to the preservation of the night sky through the implementation and enforcement of a quality outdoor lighting ordinance, dark sky education, and citizen support of dark skies.	low/medium/high								
	Water demand/supply	Consider how water demand/supply could be impacted by a relief route.	low/medium/high								

Relief Route Options to be Evaluated in More Detail

