

Preliminary evaluation criteria were developed to compare the mobility and 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 290 Giddings Mobility Study - Evaluation Criteria Table												
Category	Study Goals	Evaluation Parameter	Description	Units	Existing US 290 (2024)	No Build (2045)	Upgrade Existing US 290 (Green)	Rail Mitigation Option (Blue)	Relief Route Option (Turquoise)	Relief Route Option (Purple)	Relief Route Option (Orange)	Relief Route Option (Yellow)
Safety	Improve emergency response times	Intersection and driveway safety	Reduction in intersection and driveway crashes (all severities)	% of crashes reduced								
		Emergency response times (EMS, police, fire)	Reduction in average emergency response times	minutes								
		Ability for larger vehicles to travel east to west	Horizontal bridge clearance	feet								
	Vertical bridge clearance		feet									
	Reduce fatalities and injury crashes	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/Management	Reduce travel times	Passenger vehicle congestion	Reduction in travel time between forecast and existing (average throughout the year)	minutes of travel								
		Commercial vehicle connectivity	Commercial vehicle travel time	minutes to travel or VMT								
		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								
	Improve commercial vehicle connectivity	Motor vehicle level of service	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 290 through Giddings under each Mobility Improvement Option)	Level of service defines how well vehicle traffic flows along a road.	level of service letter grade rating (A through F)								
Connectivity and Access	Reduce local street cut-through traffic	Reduction of local street cut-through traffic	Reduction of local street cut-through traffic	Local streets used for cut-through traffic and # of trips								
		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.									
		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.									
Access to network	Potential secondary impacts related to impacting access to other network links	Low/Medium/High										

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Economic Development	Maximize ability for visitors to stop at local businesses	Local business opportunity	Local business opportunity	# of jobs created								
		Ability for visitors to stop at local businesses	Portion of vehicles stopping locally vs. those passing through or possibly the time people spent in Giddings or amount of parking	low, medium, high								
	Increase local business opportunity	Estimated economic impact	Traffic estimated to be pulled away from town	annual average daily traffic (AADT)								
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 mobility improvement option	miles								
Environmental & Community Resources	Minimize right of way needs	Right of way	Amount of new right of way needed	acres								
		Parcels affected	Total parcels	# of parcels								
		Displacements	Total displacements	# of structures								
		Planned Development	Potentially impacted parcels (approved)	# of parcels								
			Potentially impacted acres (approved)	# of acres								
		Conservation easements	Conservation easements	# of parcels impacted								
		Cemeteries	Number of cemeteries affected	# of cemeteries								
		Historic properties	Number of historic properties affected	# of historic properties								
		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 (acres)								
			High potential - PALM Class 7-9									
	Water	FEMA mapped Floodplain within right of way	acres									
		Water wells within right of way (potentially displaced wells)	# of wells									
		Wetlands within right of way	acres									
		Length of stream crossing within right of way	linear feet									
		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									
	Traffic Noise	Traffic noise receptors within 500 feet	# of receptors									
	Noise from trains	Potential to reduce noise from trains for sensitive receptors	low, medium, high									
	Prime and other important farmland	Farmland within right of way	acres									
Vegetation Types	Forest	acres by vegetation type										
	Shrub / Scrub											
	Grassland / Herbaceous											
Parkland	Section 6(f) protected parkland within right of way	acres										
	Section 4(f) protected parkland right of way	acres										
Preliminary Costs/Funding Sources	Maximize ability to receive funding for next phase of project development (schematic and environmental phase).	Estimated construction cost	construction cost/mile total planning level cost	dollars dollars								
		Estimated utility relocation cost	utility relocation and installation costs	dollars								
		Estimated right of way cost	right of way acquisition cost	dollars								
		Ability to receive funding for next phase of project development (schematic/environmental phase).	Possibility of grant funding or other opportunities, possibly tailoring of a solution to qualify for a particular funding source	low, medium, high								

Preliminary and Subject to Change (DRAFT: 3/4/24).
The potential mobility and relief route options are preliminary and can be refined as the design progresses.