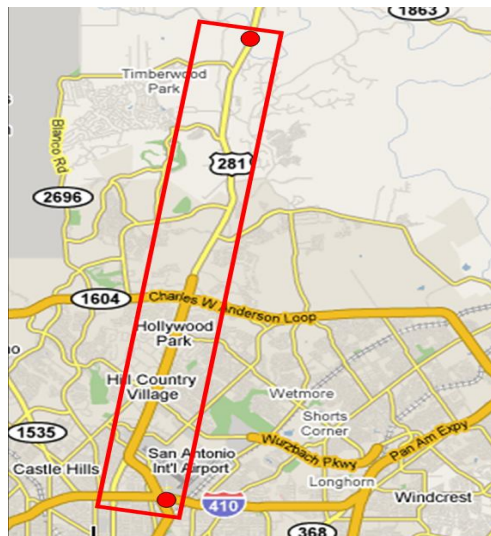
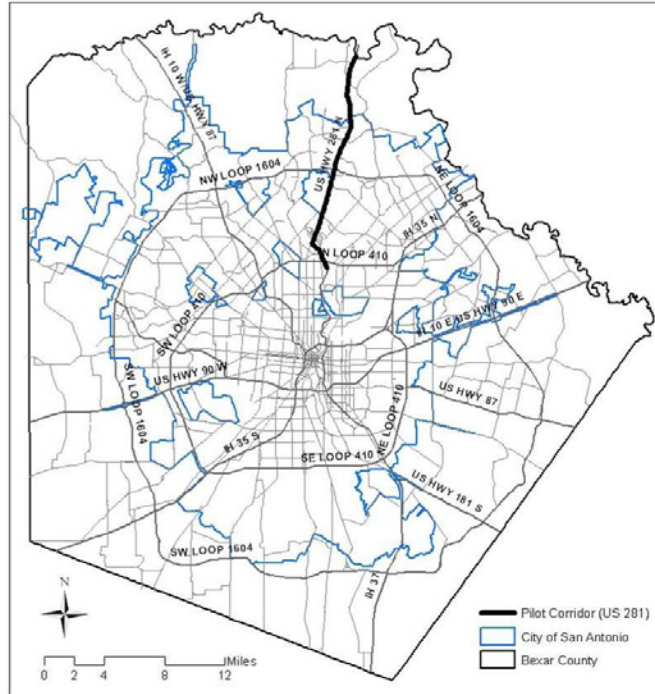


Details for US-281 Example

Limits: IH-410 and Comal County Line

Base Year: 2005

Future Year: 2025



Road Type and Average Daily Traffic

- Obtained from region's travel demand model.
- For the base case – 35% of total ADT occurs under peak conditions. For future, 50% is assumed.

Link	Base			Future		
	Number of Lanes	ADT (veh/day)	Road Type	Number of Lanes	ADT (veh/day)	Road Type
1	6	101,364	Freeway	6	156,129	Freeway
2	6	77,314	Freeway	6	169,629	Freeway
3	4	36,884	Rural Highway	6	102,067	Freeway
4	4	33,887	Rural Highway	6	75,261	Freeway

Pavement Condition

- Current values obtained from PMIS database; future is an assumption.

Link	TxDOT PMIS Pavement Condition Score	
	Base	Future
1	89	95
2	77	95
3	100	95
4	100	95

Percent Trucks

- Obtained from Road-Highway Inventory Network database, considered unchanged in future.

Link	Percent Trucks	
	Base	Future
1	7	7
2	5	5
3	4	4
4	3	3

TMC Surveillance and Speed Limits

- TRANSGUIDE surveillance currently covers highway south of study section. Future based on plan for expanded coverage area

Link	Base		Future	
	Link under TMC Surveillance? (Y/N)	Posted Speed Limit (mph)	Link under TMC Surveillance? (Y/N)	Posted Speed Limit (mph)
1	N	60	Y	60
2	N	65	Y	65
3	N	65	N	65
4	N	65	N	65

Location and Non-Attainment Status

- Entire section is in Bexar County. Classification for Ozone is “Basic/Deferred” and is in attainment for CO and PM.

Land Use in Half-Mile Zone to Either Side of Corridor (Area Occupied in Square Miles)

- Obtained from parcel-based GIS data

Link	Base			Future		
	Residential	Commercial/ Industrial	Institutional/ Public	Residential	Commercial/ Industrial	Institutional/ Public
1	0.68	2.23	0.50	0.69	2.27	0.45
2	2.41	1.37	0.66	2.49	1.71	0.25
3	1.63	1.10	1.00	1.81	1.65	0.27
4	0.75	0.09	0.95	0.79	0.19	0.81

Lane Additions within Right-of-Way

- Future case considers usage of ROW to accommodate the additional lanes

Link	Number of Lanes That Can be Added within Available ROW	
	Base	Future
1	0	0
2	0	0
3	3	1
4	4	2

TRANSIT/HOV OPTIONS

- Average automobile occupancies assumed as 1.25

Link	Base			Future		
	Are There Lanes with High-Occupancy Vehicle Restrictions (Y/N)	Is There Bus or Bus Rapid Transit Service on Link? (Y/N)	Is There Rail Service Paralleling This Link? (Y/N)	Are There Lanes with High-Occupancy Vehicle Restrictions (Y/N)	Is There Bus or Bus Rapid Transit Service on Link? (Y/N)	Is There Rail Service Paralleling This Link? (Y/N)
1	N	Y	N	N	Y	N
2	N	Y	N	N	Y	N
3	N	N	N	N	Y	N
4	N	N	N	N	Y	N

Data on Bus Service

Link	Base		Future	
	Average number of Buses/Day	Average bus occupancy	Average number of Buses/Day	Average bus occupancy
1	30	9.5	30	9.5
2	30	9.5	30	9.5
3	N/A	N/A	30	9.5
4	N/A	N/A	30	9.5

COST RECOVERY

Operations and Maintenance Costs

Link	Proportion of Most Recent Year's O&M Expenditure Covered by Alternate Sources	
	Base	Future
1	0	0
2	0	0
3	0	1
4	0	1

Capital Costs

Link	Proportion of total capital expenditure to date, covered by alternate sources	
	Base	Future
1	0	0
2	0	0
3	0	0.25
4	0	0.25

DETAILS FOR CRASH ESTIMATION

Link	Description	Base Case		Future Case	
		Roadway Type	Intersection Details	Roadway Type	Intersection Details
1	410-Bitters	Urban Freeway – 6 lanes	N/A	Urban Freeway – 6 lanes	N/A
2	Bitters-Evans	Urban Freeway – 6 lanes	N/A	Urban Freeway – 6 lanes	N/A
3	Evans-Bulverde	Rural Highway – 4 lanes, depressed median	<ul style="list-style-type: none"> Evans: 4-leg signalized Stone Oak: 4-leg signalized Overlook: 3-leg unsignalized Summerglen: 3-leg unsignalized Mountain Lodge: 4-leg unsignalized Marshall: 4-leg unsignalized 	Urban Freeway – 6 lanes	N/A
4	Bulverde-Comal County	Rural Highway – 4 lanes, depressed median	<ul style="list-style-type: none"> Bulverde: 4-leg signalized Borgfeld: 3-leg signalized 	Urban Freeway – 6 lanes	N/A