I-35 Capital Express Central - CSJ: 0015-13-388 - Draft Alternatives Evaluation Criteria (March 2021)

Note: After the draft alternatives evaluation criteria are finalized, TxDOT will populate this table for the No Build Alternative and each of the proposed Build Alternatives. This information will be used to compare the alternatives to each other.

Purpose and filed Process compare control of the c	Alternatives Evaluation Criteria	Criteria Description	Evaluation Parameters	Metrics/Units	No Build Alternative	Build Alternative 1 Managed Lanes Tunnel Section	Build Alternative 2 Managed Lanes Lowered Section	Build Alternative 3 Managed Lanes Lowered Section Modified at Airport Boulevard and Woodland Avenue			
Purpose and Need Purpose and		Enhancing safety within the corridor									
Purpose and Need Purpose and			by 2050. Supports the City's mission to eliminate traffic deaths and serious	Yes/No							
Fee position for the content of the		Improves emergency response time for EMS, police, fire, and hospitals	Adequate ramps, detour routes for emergency vehicles	High/Medium/Low							
Purpose and Need Formation of design at transformation of people, goods, and services through and actors the contributing expenditural effectives. Charge in transformation for the formation of the formation o		Emergency egress requirements		High/Medium/Low							
Purpose and Need Magacian transcription of the Companies and transcription of the Companies and transcription of the Build Schoolsge Schoolsge		Reduction in crash rate	Review potential for crash reductions	High/Medium/Low							
Magazi bire traver time Magazi bire traver time Magazi bire traver described Magazi bire traver described and consistent most for the travelling public including biographic period p	Purpose and Need	Addressing demand by prioritizing the movement of people, goods	s, and services through and across the corridor; improving operational effici	iency							
Pelabotion in these demand in adjacent consistant or transform relative proteins. Annual case of discip. Counting an more depandance and consistant protein for this transform countries and colores an adjacent countries. Annual case of discip. Counting a more depandance and consistant protein for this transformation public including biogeties, probestions, emergency responders, and transit: Increase east seet connectivity. Accommodates Capitation Project Connect Improvement at stocks results. Accommodates Capitation Project Connect Improvement at stocks results. Accommodates Capitation Project Connect Improvement at stocks results. Construction Autority, countries. Accommodates Capitation Project Connect Improvement at stocks results. Accommodates Capitation Project Connection Proj		General purpose travel time	Change in travel time compared to the No Build	% Change							
Feasibility Design, and Engineering Processing and Service Converted to the service of the serv		Managed lane travel time	Change in travel time compared to the No Build	% Change							
Coesting a more dependable and consistent route for the traveling public including blocklets, pedestrians, emergency responders, and transit: Improves soat word connectivity Accommodates Capathera Project Connect improvements at cross route Accommodates Capathera Project Connect improvements at cross route Accommodates Capathera Project Connect improvements at cross route Accommodates Project Connect sproposed light not system at seas west crossing High Medium/Low Constitution III Amount of non-right of twy (Play) inquired Across of ROV Arrispined fully conflicts Arrispined fully conflicts Arrispined fully increasion effort High Medium/Low Utility conflicts Arrispined fully increasion effort High Medium/Low Copartinity and complexity of future exponsion Copartinity and complexity of future exponsion Toxic Certific Apprised Disord projectly data Minimits residential displacements Travia Certific Apprised Disord projectly data Number of Rostital Citylacements		Reduction in travel demand in adjacent transportation roadway network		Vehicle Miles Traveled							
Improve oast-west connectivity Enhanced volucion higher and potestion prosening Accommodates Capitletia Project Connect improvements at cross routes Accommodates at cross routes Accommodates Project Connect improvements at cross routes Accommodates Accommodates at cross routes Accommodates A		Annual cost of delay	Cost savings from reduced delays relative to No Build	Dollars							
Accommodates CupMetro Project, Connect improvements at cross route. Accommodates Project Connect's proposed light rail system at east-west crossing. Feasibility, Design, and Engineering		Creating a more dependable and consistent route for the traveling	g public including bicyclists, pedestrians, emergency responders, and transi								
Feasibility, Design, and Engineering Drainsge infrastructure complexity Construction duration, construction staging/sequencing complexity High/Mediuny/Low High/Mediuny/Low High/Mediuny/Low Drainsge infrastructure complexity Opportunity and complexity of future expansion Cost. constructability, and construction duration High/Mediuny/Low High/Mediuny/Low High/Mediuny/Low Minimize residential displacements Travis Central Appraisal District property data Number of Potential Displacements		Improves east-west connectivity	Enhanced vehicular, bicycle and pedestrian crossings	High/Medium/Low							
Amount of new right of way (ROW) required Acres of ROW High/Medium/Low Sign, and Engineering Utility conflicts Anticipated utility relocation effort High/Medium/Low Sign, and Drainage Infrastructure complexity Construction and maintenance of drainage Infrastructure High/Medium/Low Sign, and complexity of future expansion Cost, constructability, and construction duration High/Medium/Low Sign, and Complexity of future expansion Travis Central Appraisal District property data Number of Potential Displacements		Accommodates CapMetro Project Connect improvements at cross routes	Accommodates Project Connect's proposed light rail system at east- west crossings	High/Medium/Low							
Amount of new right of way (ROW) required Acres of ROW High/Medium/Low Sign, and Engineering Utility conflicts Anticipated utility relocation effort High/Medium/Low Sign, and Drainage Infrastructure complexity Construction and maintenance of drainage Infrastructure High/Medium/Low Sign, and complexity of future expansion Cost, constructability, and construction duration High/Medium/Low Sign, and Complexity of future expansion Travis Central Appraisal District property data Number of Potential Displacements											
Feasibility, Design, and Engineering Utility conflicts Anticipated utility relocation effort High/Medium/Low Drainage infrastructure complexity Construction and maintenance of drainage infrastructure High/Medium/Low Opportunity and complexity of future expansion Cost, constructability, and construction duration High/Medium/Low Minimize residential displacements Travis Central Appraisal District property data Number of Potential Displacements		Constructability	Construction duration, construction staging/sequencing complexity	High/Medium/Low							
Engineering Drainage infrastructure complexity Construction and maintenance of drainage infrastructure High/Medium/Low High/Medium/Low		Amount of new right of way (ROW) required	Acres of ROW	High/Medium/Low							
Opportunity and complexity of future expansion Cost, constructability, and construction duration High/Medium/Low Minimize residential displacements Travis Central Appraisal District property data Number of Potential Displacements		Utility conflicts	Anticipated utility relocation effort	High/Medium/Low							
Minimize residential displacements Travis Central Appraisal District property data Number of Potential Displacements		Drainage infrastructure complexity	Construction and maintenance of drainage infrastructure	High/Medium/Low							
		Opportunity and complexity of future expansion	Cost, constructability, and construction duration	High/Medium/Low							
Ministrature of Control Contro	Environmental Resources	Minimize residential displacements	Travis Central Appraisal District property data	Number of Potential Displacements							
Environmental Travis Central Appraisal District property data Number of Potential Displacements		Minimize business displacements	Travis Central Appraisal District property data	Number of Potential Displacements							
		Minimize minority and low income property displacements		Number of Potential Displacements							
Minimize visual impacts Quality of views from frontage road and cross streets High/Medium/Low		Minimize visual impacts	Quality of views from frontage road and cross streets	High/Medium/Low							

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Alternatives Evaluation Criteria	Criteria Description	Evaluation Parameters	Metrics/Units	No Build Alternative	Build Alternative 1 Managed Lanes Tunnel Section	Build Alternative 2 Managed Lanes Lowered Section	Build Alternative 3 Managed Lanes Lowered Section Modified at Airport Boulevard and Woodland Avenue		
	Archeological sites and cemeteries	Risk and probability of encountering sites	High/Medium/Low						
	Historic properties	Impacts to historic properties/districts	Number of Historic Properties						
Environmental Resources, continued	Hazardous materials	Number of potential regulated materials sites within and adjacent to the footprint	Number of Hazmat Sites						
	Traffic noise	Potential to reduce noise impacts	High/Medium/Low						
	Parks purchased with Land and Water Conservation Funds	Acres within footprint	Acres						
	Park impacts	Acres within footprint	Acres						
Local Enhancements	Deck Plaza Local Enhancements	Best accommodates plaza construction by minimized ROW needs, ease of constructability, and lower cost to City of Austin	High/Medium/Low						
Preliminary Project Costs	Minimize construction cost	Preliminary construction cost estimate	Dollars						
	Minimize operation and maintenance cost	Preliminary operation and maintenance cost estimate	Dollars						