

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.

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	Enhancing safety within the corridor						
	Aligned with TxDOT's Road to Zero Initiative and City of Austin's Vision Zero Initiative	Supports TxDOT's mission to cut traffic fatalities in half by 2035 and then entirely by 2050. Supports the City's mission to eliminate traffic deaths and serious injuries on Austin streets.	Yes/No				
	Improves emergency response time for EMS, police, fire, and hospitals	Adequate ramps, detour routes for emergency vehicles	High/Medium/Low				
	Emergency egress requirements	Tunnels will require detailed evaluations and additional design elements to meet Fire and Life Safety code requirements.	High/Medium/Low				
	Reduction in crash rate	Review potential for crash reductions	High/Medium/Low				
	Addressing demand by prioritizing the movement of people, goods, and services through and across the corridor; improving operational efficiency						
	General purpose travel time	Change in travel time compared to the No Build	% Change				
	Managed lane travel time	Change in travel time compared to the No Build	% Change				
	Reduction in travel demand in adjacent transportation roadway network	Change in travel demand patterns/traffic volumes and delays on adjacent roadway network	Vehicle Miles Traveled				
	Annual cost of delay	Cost savings from reduced delays relative to No Build	Dollars				
	Creating a more dependable and consistent route for the traveling public including bicyclists, pedestrians, emergency responders, and transit						
	Improves east-west connectivity	Enhanced vehicular, bicycle and pedestrian crossings	High/Medium/Low				
	Accommodates CapMetro Project Connect improvements at cross routes	Accommodates Project Connect's proposed light rail system at east- west crossings	High/Medium/Low				
Feasibility, Design, and Engineering	Constructability	Construction duration, construction staging/sequencing complexity	High/Medium/Low				
	Amount of new right of way (ROW) required	Acres of ROW	High/Medium/Low				
	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				
Environmental Resources	Minimize residential displacements	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	Travis Central Appraisal District property data and American Community Survey Data	Number of Potential Displacements				
	Minimize visual impacts	Quality of views from frontage road and cross streets	High/Medium/Low				

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Environmental Resources, continued	Archeological sites and cemeteries	Risk and probability of encountering sites	High/Medium/Low				
	Historic properties	Impacts to historic properties/districts	Number of Historic Properties				
	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				