

Phase II Evaluation Matrix

Criteria	Preliminary Concepts								
	No Action	Preliminary Concept 1 (A-C-E-H) - Green 10.45 miles	Preliminary Concept 2 (A-C-D-G-K) - Orange 9.53 miles	Preliminary Concept 3 (A-C-D-F-I) - Purple 10.44 miles	Preliminary Concept 4 (A-C-D-F-J) - Pink 9.53 miles	Preliminary Concept 5 (B-C-E-H) - Brown 9.95 miles	Preliminary Concept 6 (B-C-D-G-K) - Gold 9.03 miles	Preliminary Concept 7 (B-C-D-F-I) - Blue 9.94 miles	Preliminary Concept 8 (B-C-D-F-J) - Maroon 9.03 miles
Safety									
Provides route with updated design criteria (yes/no)	NO	YES	YES	YES	YES	YES	YES	YES	YES
Improves access of emergency services to emergency facilities (yes/no)	NO	YES	YES	YES	YES	YES	YES	YES	YES
Improves access of motorists to emergency services (yes/no)	NO	YES	YES	YES	YES	YES	YES	YES	YES
Meets geometric design criteria	n/a	YES	YES	YES	YES	YES	YES	YES	YES
No. of skewed Intersections	n/a	0	0	0	1	1	1	0	2
Estimated Reduction in Crashes per Year	n/a	3	4	3	4	4	4	4	4
Mobility									
Reduces oversize traffic through downtown San Angelo (yes/no)	NO	YES	YES	YES	YES	YES	YES	YES	YES
Travel time savings vs US 87NW to US 67NE via FM 2105 route (minutes)	NO	5.8	5.3	5.9	5.3	5.8	5.3	5.9	5.3
Travel time savings vs US 87NW to US 67NE via US 67 & US 87 route (minutes)	NO	8.8	8.3	8.9	8.3	8.8	8.3	8.9	8.3
US Highway compatibility (yes/no)	NO	YES	YES	YES	YES	YES	YES	YES	YES
Travel distance reduction US 87NW to US 67NE via FM 2105 route (miles)	NO	1.95	1.37	1.96	1.37	1.95	1.37	1.96	1.37
Travel distance reduction US 87NW to US 67NE via US 87 & US 67 route (miles)	NO	5.05	4.47	5.06	4.47	5.05	4.47	5.06	4.47
Traffic diversion (Forecast 2050 AADT range, no P2P: west-east ends)	NO	5,200 to 5,900	5,200 to 5,900	5,200 to 5,900	5,200 to 5,900	5,200 to 5,900	5,200 to 5,900	5,200 to 5,900	5,200 to 5,900
Traffic diversion (Forecast 2050 AADT range, with P2P: west-east ends)	NO	15,200 to 15,900	15,200 to 15,900	15,200 to 15,900	15,200 to 15,900	15,200 to 15,900	15,200 to 15,900	15,200 to 15,900	15,200 to 15,900
Cost*									
Parcels Impacted (count)	0	32	24	22	20	32	24	22	20
Right of way cost (dollars)	\$0	\$13,700,000	\$12,200,000	\$12,700,000	\$11,800,000	\$12,650,000	\$11,200,000	\$11,700,000	\$10,800,000
Construction cost (dollars)	\$0	\$764,500,000	\$489,200,000	\$686,300,000	\$467,500,000	\$747,800,000	\$472,500,000	\$669,600,000	\$450,800,000
Environmental (amounts are for within 1,000-foot corridor)**									
Streams (linear feet)	n/a	1,600	800	2,400	800	1,600	800	2,400	800
Dry Oil and gas wells (counts)	n/a	1	2	1	1	2	3	2	2
Pipeline crossings (feet)	n/a	1,259	1,360	1,992	1,226	1,300	1,401	2,033	1,267
Residences (count)	n/a	6	4	0	0	6	4	0	0
Businesses (count)	n/a	1	1	1	1	1	1	1	1
Environmental Justice - Low Income and/or Minority populations (1-mile)	n/a	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Parks and recreation areas (acres)	n/a	0	0	0	0	0	0	0	0
100-year floodplain (acres)	n/a	59.20	10.07	48.74	19.16	59.20	10.07	48.74	19.16
Stakeholder Involvement									
Stakeholder Response	2	1	2	1	0	3	1	1	2

*All costs are for planning purposes only. They are escalated to 2021 dollars and are not separated by funding source. Costs shown are not a guarantee that all project related costs will be funded by TxDOT.

**The width of each alternative is 400 feet which includes 3 mainlanes and 2 frontage road lanes in each direction.