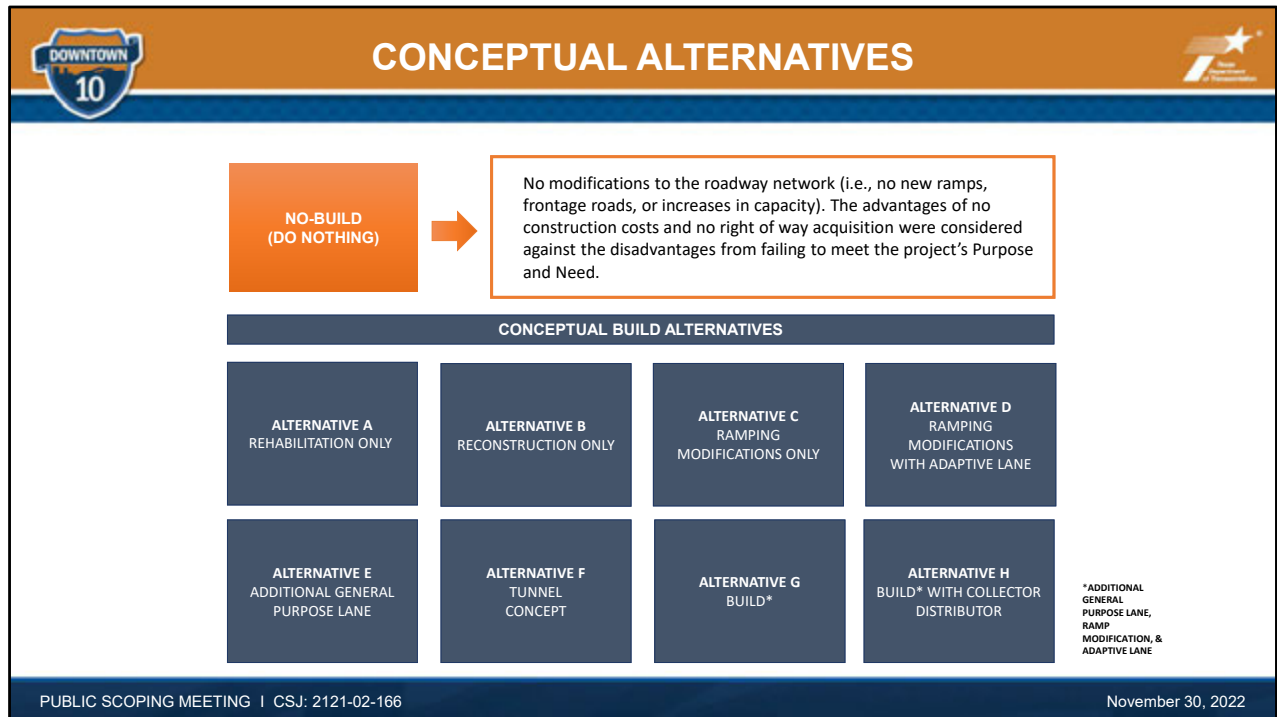










The Downtown 10 project began in 2019 with the identification of 18 initial alternatives to be evaluated. The following slides will walk through the evaluation process.



The alternatives evaluation process is a key component to compliance with the NEPA process. Starting with the Reimagine I-10 Corridor Study, through the refinement of conceptual alternatives as part of the Downtown 10 project, the identification of viable alternatives, and eventual selection of the recommended preferred alternative, TxDOT evaluates alternatives at each stage of the NEPA process using engineering and environmental constraints criteria. For the conceptual alternative analysis, criteria included, mobility, design, multimodal, and environmental considerations, which includes potential right of way impacts.

Through the first phase of analysis, the 18 initial alternatives were narrowed down to 9 conceptual alternatives. These conceptual alternatives were then screened to three viable build alternatives and the no build alternative for additional public feedback and further study. As mentioned in station 1, this project follows the NEPA process and as part of that process, the No-Build, or do-nothing scenario, will also be analyzed through each phase of the project. Following this public scoping meeting, the viable alternatives, including viable alternatives recommended by agencies and the public, will be studied further and additional data collected to screen to the recommended preferred alternative. Public and stakeholder feedback have and will be received, reviewed, and considered as a part of the screening process in each step.

 PRELIMINARY EVALUATION CRITERIA 			
MOBILITY 	MULTIMODAL 	ENVIRONMENTAL 	DESIGN 
<ul style="list-style-type: none"> • Level of Service (Average) • Travel Time Index • Percent Served • Incident Management 	<ul style="list-style-type: none"> • Pedestrian Accommodations • Bicycle Accommodations • Transit Accommodations • Freight Accommodations 	<ul style="list-style-type: none"> • Parcel Impacts • Displacements • Historic Structures • Hazmat • Community Impacts • LEP/Minority/EJ Communities • ROW Acquisition • Natural Resource Impacts • Recorded Archeological Sites • Others 	<ul style="list-style-type: none"> • Pavement • Design Requirements • Construction Complexity & Maintenance • Construction Costs

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Preliminary evaluation criteria were categorized in relation to the initial goals and objectives of the project. Each category carries the same weight as the other categories. There are several items in each category to consider when identifying the score for each category.

The project team is studying the alternatives to determine how well they meet the criteria, relative to other alternatives and the No-Build.

Evaluation criteria related to mobility include evaluating the level of service for the roadway or the ability to address forecasted congestion, travel time index that highlights the travel efficiency of an alternative, as well as incident management that reflects the ability to respond to emergencies or crashes in the corridor.

Multimodal evaluation criteria include how well the design accommodates transportation for those not traveling by car. Pedestrians, cyclists, transit users, and freight traffic are all considered during the evaluation process.

The environmental evaluation criteria include environmental constraints identified and potential environmental impacts quantified to the extent possible for each alternative. This includes identifying potential impacts to the human and natural environment such as impacts to historic resources, impacts to potential hazardous materials sites, impacts to minority and low-income populations, and impacts to adjacent property owners, among others.

Evaluation criteria related to design includes pavement conditions, updated design requirements, construction complexity and maintenance, as well as the cost related to construction of the new roadway.

PRELIMINARY EVALUATION MATRIX									
Average Scores & Ranking									
Alternative	No-Build	A Rehabilitation Only	B Reconstruction Only	C Ramping Modifications Only	D Ramping Modifications with Adaptive Lane	E Additional General Purpose Lane	F Tunnel Concept	G Additional General Purpose Lane, Ramp Modifications, and Adaptive Lane	H Additional General Purpose Lane, Ramp Modifications, Adaptive Lane, and Collector Distributor
Mobility Average Rating	Low	Low	Low	Low	Medium	Low	Medium	Medium	High
Multimodal Average Rating	Low	Low	Medium	Medium	High	Medium	Medium	High	High
Environmental Average Rating	High	High	High	Medium	Medium	Medium	Medium	Medium	Medium
Design Average Rating	Low	Medium	Medium	Medium	Medium	Medium	Low	Medium	Medium
Overall Ranking	9 TH	8 TH	4 TH	6 TH	3 RD	7 TH	5 TH	2 ND	1 ST
Recommended for further evaluation	✓*	✗	✗	✗	✓	✗	✗	✓	✓

* Required for NEPA Scale: Low (Red) = Least Desirable; High (Green) = Most Desirable

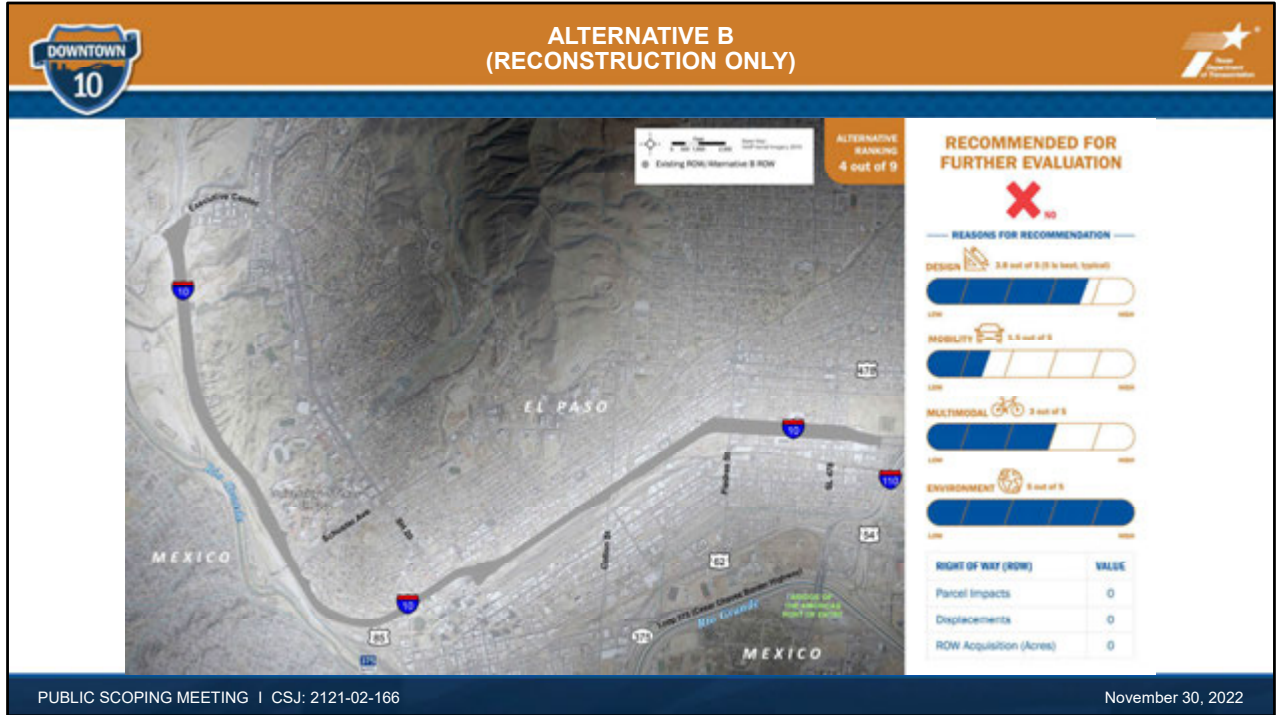
The 9 conceptual alternatives were evaluated using several measurements for each criterion. All 9 conceptual alternatives were screened to the same level of detail. They were then ranked by their overall score. At this time, the top 3 conceptual alternatives and the No-Build are proposed to move to the next phase of screening. Please feel free to pause the video here to review the evaluation matrix and how each alternative ranked.



The No-Build scenario ranked the lowest out of the 9 overall alternatives because it scores low in in the mobility, multimodal and design categories. However, the No-Build alternative will be carried forward to the next screening phase as required by NEPA to use as a baseline for evaluating potential environmental impacts.



Alternative A is not recommended for further evaluation. Although no additional right-of-way is needed, rehabilitation of the existing roadway does not provide the additional mobility and multimodal enhancements desired for the project. Furthermore, the ongoing maintenance required for this alternative is not desirable.



Alternative B consists of reconstructing the roadway as is. It is not recommended for further evaluation due to its limited ability to address operational and capacity issues with the existing ramping and lane configurations. Furthermore, the alternative does not provide options for a reliable trip and does not provide continuous bike and pedestrian accommodations.



Alternative C is not recommended to move forward. This alternative scores low in mobility as it does not address the demand in the corridor. Furthermore, the ongoing maintenance required for this alternative is not desirable.



Alternative D is recommended for further evaluation as it addresses most of the scoring criteria. Additional information for alternative D will be provided at the next stations.



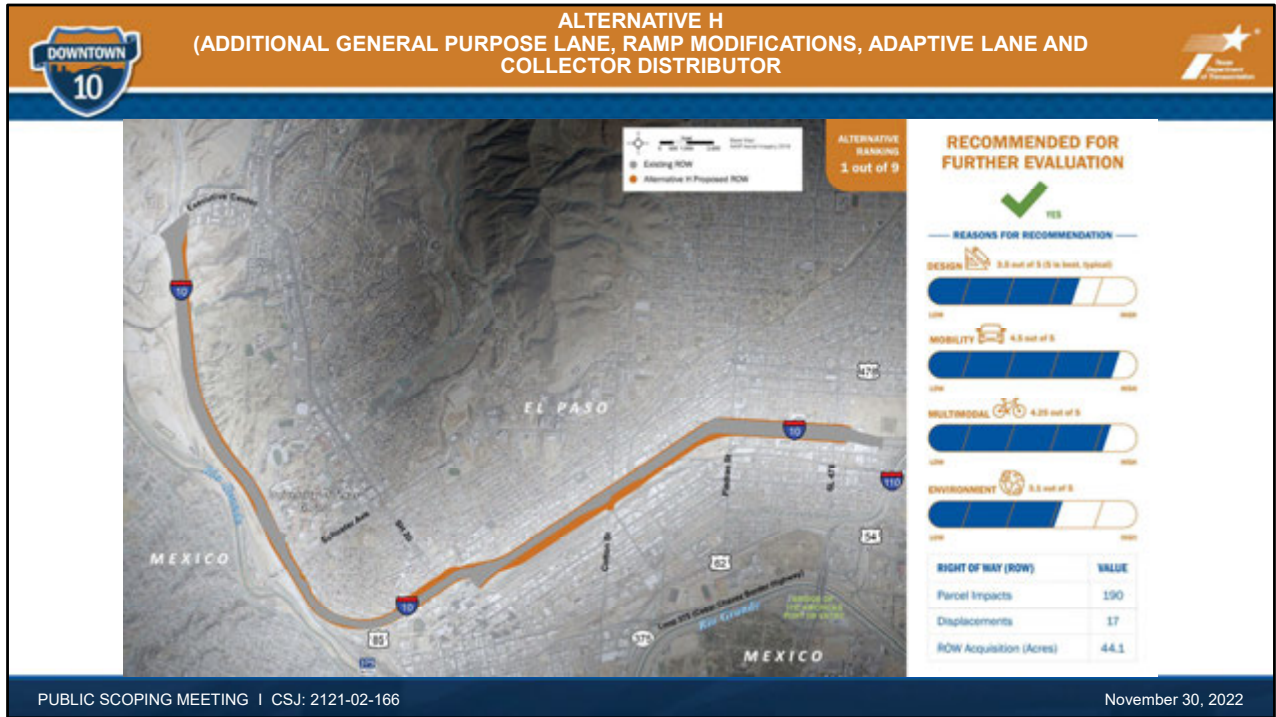
Alternative E is not recommended for further evaluation. This alternative adds a general purpose lane but does not provide enhanced bike and pedestrian connectivity.



Alternative F is not recommended for further evaluation. The alternative includes a tunnel under downtown. Although a tunnel may allow for better bike and pedestrian connectivity (at ground level), there are substantial cost and long-term maintenance commitments on a tunnel. Furthermore, Alternative F would require a large amount of right-of-way at each end for the entrance and exit of the tunnel.



Alternative G is recommended for further evaluation. There are significant enhancements in multimodal connectivity among other attributes. Additional information for alternative G will be provided at the next station.



Alternative H ranks first among the 9 conceptual alternatives as, overall, it meets the evaluation criteria better than the other alternatives. Additional information for alternative H will be provided at the next station.