

Environmental Constraints Matrix



Alternative Alignment Option ^{1,2,3}	Area (acres)	Visual and Aesthetic Impacts	Air Quality Impacts ⁴	Traffic Noise Impacts	Community Impacts							
					Potential Displacements: Residential	Potential Displacements: Sheds/Barns	Potential Displacements: Commercial	Community Facilities Within the Project Area	Changes in Community Cohesion ⁵	Environmental Justice Communities ⁶	Access and Travel Patterns ⁷	Public Services ⁸
Alternative 1	587-598	Yes	No	26-36	30-57	53-55	4	0	Low-High	Yes	Yes	No
Alternative 2	586-596	Yes	No	27-36	30-57	54-56	4	0	Low-High	Yes	Yes	No
Alternative 3	594-607	Yes	No	29-40	33-64	58-61	3	0	Low-High	Yes	Yes	No
Alternative 4	594-604	Yes	No	31-40	30-57	59-61	3	0	Low-High	Yes	Yes	No
Recommended Preferred Alternative (Alt 3 Mod B, C & D)	597	Yes	No	31	36	59	3	0	Low	Yes	Yes	No
No Build	0	No	No	0	0	0	0	0	Low	No	No	No

1 Estimates provided are current as of July 2022. All information is subject to change. Range of impacts are the result of potential modifications and combinations of modifications of each Alternative.
 2 Data derived from both desktop/online resources and field studies where access was granted.
 3 Environmental Constraints Matrix will be updated as design and field evaluations continue.
 4 For all Alternatives, emissions are expected to be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions.
 5 Impacts (ranked High, Medium or Low) to community cohesion involve the bisecting, separating, or isolating of neighborhoods.
 6 Because a majority of the displacements for this project would necessarily occur in census blocks that meet EJ thresholds and applying a conservative assumption that all displacements would in fact be low-income or minority persons, TxDOT conservatively assumes that the displacements would be predominantly borne by a minority population and/or a low-income population, and according to USDOT guidance, there would therefore be a "disproportionately high and adverse effect" on EJ populations. EJ is discussed further in Section 4.4.5.
 7 Travel patterns may change as a result of the proposed project; however, negative impacts to access and travel patterns are not anticipated as discussed further in the Community Impact Analysis.
 8 The proposed project is not anticipated to have an adverse effect on Public Services, including Emergency Services as discussed further in the Community Impact Analysis.
 Note: A full evaluation matrix is available in the DEIS.

