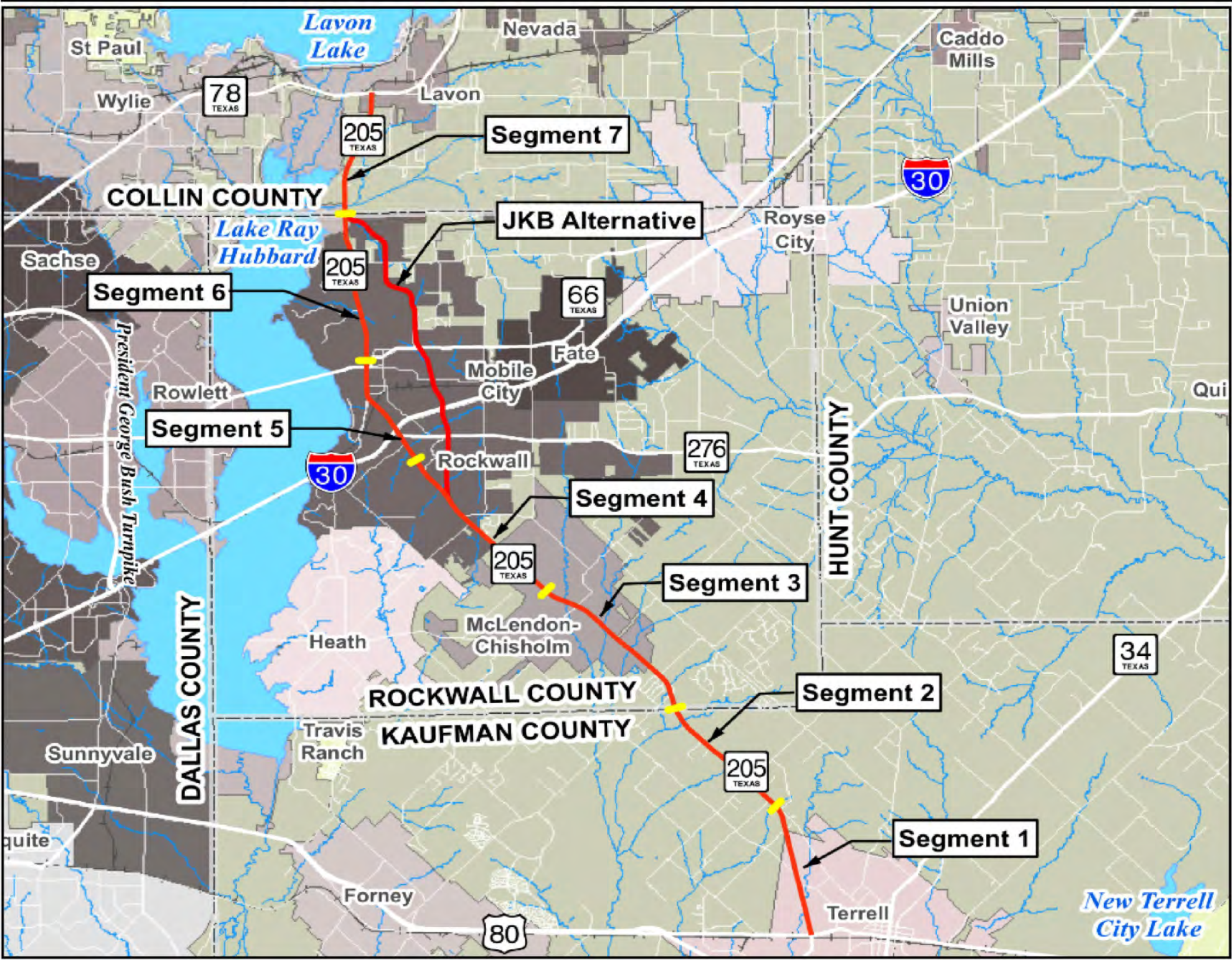


SH 205 ALTERNATIVES ANALYSIS PROCESS

DESCRIPTION OF SEGMENTS	
Segment 1:	From US 80 to Griffith Road
Segment 2:	From Griffith Road to Kaufman/Rockwall County Line
Segment 3:	From Kaufman/Rockwall County Line to Tucker Road
Segment 4:	From Tucker Road to Sids Road
Segment 5:	From Sids Road to Interurban Street
Segment 6:	From Interurban Street to Rockwall/Collin County Line
Segment 7:	From Rockwall/Collin County Line to SH 78



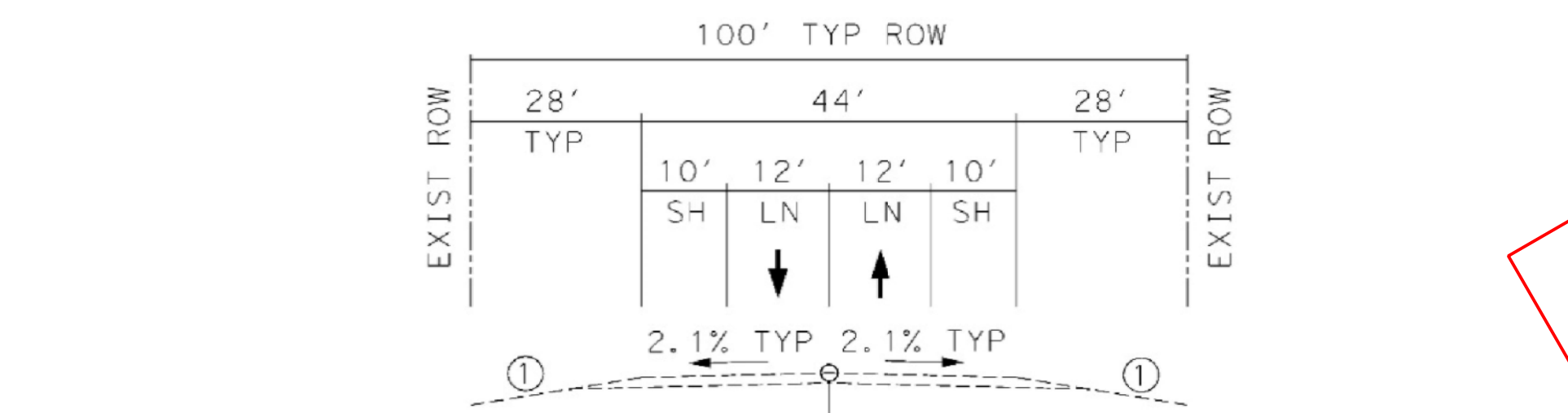
DESCRIPTION OF ALIGNMENTS	
No Build:	Existing Configuration with no new construction
Alignment A:	Maintains the existing centerline (widens to both sides) (6 Lanes)
Alignment B:	Maintains the existing eastern ROW (widens to the West) (6 Lanes)
Alignment C:	Maintains the existing western ROW (widens to the East) (6 Lanes)
Alignment D:	Modified "Hybrid" alignment (shift to minimize impacts) (6 Lanes) with Couplet Extension (3 Lanes) (Seg. 6 Only)
Alignment E:	Continuous Left Turn Lane (5 Lanes) (Seg. 6 only)
Alignment F:	Continuous Left Turn Lane (5 Lanes) with Couplet Extension (3 Lanes) (Seg. 6 only)
Alignment G:	Modified "Hybrid" alignment (shift to minimize impacts) (4 Lanes) with couplet extension (2 Lanes) (Seg. 6 only)
John King Alt:	Utilizes existing John King Blvd. as new location route for SH 205.

ID #	Alt. Features and Potential Impacts	Explanation of Data Entries in the Following Tables
ENGINEERING / DESIGN FEATURES		
1	Alignment Length (miles)	The linear distance between the east and west limits of each segment along the centerline of the alignment. For couplets, the longest route is shown.
2	Estimated Proposed ROW Required (acres)	The approximate amount of right-of-way (ROW) area each alignment will require, exclusive of the existing roadway ROW.
COMMUNITY AND SOCIO-ECONOMIC IMPACTS		
3	# of Property Owners Affected by Proposed ROW	The number of property owners crossed within the proposed ROW of each alternative.
4	Proposed ROW Impact to Public School Properties (acres)	The total amount of public school properties crossed by the alignment's proposed ROW.
5	Proposed ROW Impact to Other Publicly-Owned Properties (acres)	The total amount of publicly-owned properties (other than schools) crossed by the alignment's proposed ROW.
6	# of Displaced Residences	The number of potential single-family and multi-family residential displacements as a result of the implementation of each alternative. Impacts of the alternatives will be refined and reduced if possible upon selection of a preferred route and further refinement of that alignment. Buildings are considered potentially displaced if the proposed ROW physically intersects the existing structure. For multi-family buildings, each building is counted as a single displacement. For purposes of this alternatives analysis, the typical ROW width was utilized for the entire corridor to analyze potential displacements.
7	# of Displaced Publicly-Owned Facilities	The number of potential displacements of publicly-owned facilities such as schools, fire stations, or any offices of state or local governments from the implementation of each alternative. This is similar to "# of Displaced Residences" in the evaluation process used to rate alternatives.
8	# of Displaced Barns/Sheds/Detached Garages	This applies to non-habitable buildings that are physically connected with residences or commercial enterprises that may be on the same property. This is similar to "# of Displaced Residences" in the evaluation process used to rate alternatives.
9	# of Displaced Churches	The number of potential displacements of churches or other places of worship from the implementation of each alternative. This is similar to "# of Displaced Residences" in the evaluation process used to rate alternatives.
10	# of Displaced Billboard Signs	The number of potential billboard sign displacements as a result of the implementation of each alternative. This is similar to "# of Displaced Residences" in the evaluation process used to rate alternatives.
11	# of Displaced Commercial / Industrial / Other Facilities	This applies to commercial, industrial, and other enterprises not addressed in the specific displacement categories listed above. This includes the displacement of offices for service providers (e.g., medical, dental, veterinary, or cosmetological services) and any other community facility not listed above. This is similar to "# of Displaced Residences" in the evaluation process used to rate alternatives.
IMPACTS TO FEDERAL PROPERTY OR MAJOR INFRASTRUCTURE		
12	Proposed ROW Impact to Federal Land or Projects (acres)	The total amount of property owned by an agency of the Federal Government that would be impacted by the alignment's proposed ROW. This also applies to projects constructed with federal funds such as USACE flood control works or NRCS reservoirs.
13	Proposed ROW Impact to Railroads (acres)	The total amount of railroad property that would be affected by the alignment's proposed ROW.
14	Proposed ROW Impact to Airports (acres)	The total amount of airport property impacted by the alignment's proposed ROW.
15	Proposed ROW Impact to Major Electric Utility Infrastructure (acres)	The total amount of electric utility infrastructure property (e.g., high-voltage power transmission line corridor or electrical substation facility) impacted by the alignment's proposed ROW.
IMPACTS TO SECTION 4(F) RESOURCES		
16	Proposed ROW Impact to Parks, Recreation Areas, or Wildlife or Waterfowl Refuges (acres)	For each alternative, this reflects the amount of proposed ROW impact to public parks, recreation areas, and wildlife or waterfowl refuges of national, state, or local significance.
17	# of Known Historic Properties within the Proposed ROW	This reflects the number of known historic properties and historic districts that would be partially or wholly within the proposed ROW of each alternative. Known historic properties include historic sites listed on the National Register of Historic Places (NRHP), and properties determined in a previous historic resources survey to be eligible for listing on the NRHP after coordination with the State Historic Preservation Officer.
18	# of Historic-age Properties within the Proposed ROW	This is the number of properties with historic-age structures (i.e., 45 years old as of the expected let year for the project) that would be partially or wholly within the proposed ROW of each alternative. This type of potential impact is exclusive of the impacts to known historic properties addressed in the item immediately above. The number of historic-age properties not previously identified as NRHP-eligible is an added indication of potential impacts to cultural resources that may assist in evaluating alternatives during the early stage of project planning. It is understood that a future historic resources survey for the preferred alternative may lead to the finding that all or most of these historic-age structures are ineligible for NRHP listing.
19	# of Archeological Sites within Proposed ROW	
20	Proposed ROW Impact to Cemeteries (acres)	This reflects the total amount of cemetery area within the proposed ROW of each alternative.

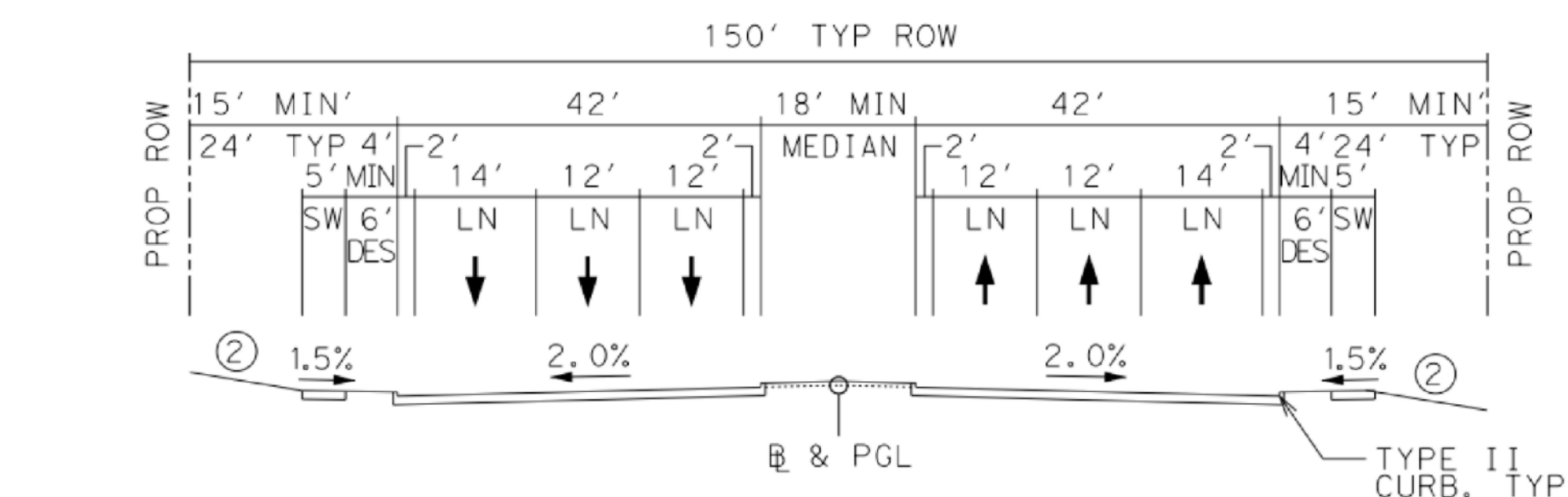
21	# of Local/State Landmarks or Historical Markers within the Proposed ROW	This is the number of local or state landmarks or historical markers located within the proposed ROW of each alternative.
22	# of Known Historic Properties within the APE	This is the number of known historic properties or historic districts that are outside of the proposed ROW but at least partially included within the established Area of Potential Effects (APE) for each alternative. Generally, the APE for existing transportation corridors is 150 feet from proposed ROW limits, and 300 feet for proposed road components on new location. Use the definition of historic properties for "# of Known Historic Properties within the Proposed ROW" above.
23	# of Historic-age Properties within the APE	This is the number of properties with historic-age structures that are outside of the proposed ROW but at least partially included within the established APE for each alternative. Use the definition and caveat for historic-age properties in the "# of Historic-age Properties within the Proposed ROW" above. This type of potential impacts is exclusive of potential impacts to known historic properties within the APE addressed in the item immediately above.
IMPACTS TO NATURAL RESOURCES		
24	Proposed ROW Impact within 100-Year Floodplain (acres)	The total amount of proposed ROW located within 100-year floodplains, and is based on the FEMA Flood Insurance Rate Maps.
25	Proposed ROW Impact to Ponds and Lakes (acres)	The total amount of pond and lake area (as determined from aerial photography or available GIS data) that would be impacted by the proposed ROW for each alignment.
26	Proposed ROW Impact to NWI Wetlands (acres)	The total amount of ROW located within potential wetlands, based on the National Wetland Inventory (NWI) maps.
27	Proposed ROW Impact to NWI Rivers and Streams (acres)	The total amount of ROW located within perennial rivers and streams, based on NWI maps and evaluation aerial photography. This criterion is an indicator of the level of Clean Water Act Section 404 permit that may be required (i.e., individual permit, nationwide permit with preconstruction notification, nationwide permit without preconstruction notification, and no permit). It also provides some insight as to whether an alternative may involve dewatering, thereby necessitating a survey for state-listed mussels and relocation of mussels, fish, and other aquatic organisms.
28	Proposed ROW Impact to Riparian Forest Areas (acres)	The total amount of proposed ROW in forested areas in riparian zones or floodplains for each alignment.
29	Proposed ROW Impact to Prime Farmland (acres)	The total amount of proposed ROW located in non-urban areas (as shown in Census Bureau urbanized area maps) that is located on prime farmland soils as indicated in the NRCS Web Soil Survey.
TRANSPORTATION FEATURES AND COMMUNITY SUPPORT		
30	Effect on Regional Mobility	Qualitative rating of regional mobility throughout the area as compared to the no-build scenario.
31	Effect on Local Access	Qualitative rating of local access along local streets and at intersections as compared to the no-build scenario.
32	Effect on Operations/Safety	Qualitative rating of operations/safety improvements as compared to the no-build scenario.
33	Accommodates Future Traffic	Qualitative rating of each alternative regarding its ability to accommodate future traffic demand as compared to the no-build scenario.
34	Construction Difficulty or Disruption	Qualitative rating from an evaluation of the potential impacts of constructing each alternative on neighboring businesses and residential areas. Construction impacts can be reduced with a well-managed sequence of work. Nevertheless, those alternatives that require substantial work in existing highway ROW receive a lower rating.
35	Local Support (City/County Concurrence)	Qualitative rating indicating the level of support by municipal and/or county authorities for the alternative.
36	Public Acceptance	Qualitative rating reflecting the level of support expressed by the public for each alternative. If applicable, this rating is based on feedback received from a public meeting, or other public involvement activities sponsored by TxDOT. The rating may also be influenced by reports in media outlets of community reactions to an alternative or some other third-party reporting of community reaction. In the absence of such documented input from the public for a particular alternative, this is to be rated "No Effect, Neutral."
PROJECT COSTS (IN \$ MILLIONS)		
37	Estimated Construction Costs (\$M)	This is the estimated cost of construction for each alternative, using TxDOT 12-month rolling average unit rates, plus 20% contingencies.
38	Estimated ROW Costs (\$M)	The estimated cost for the purchase of ROW of each alternative, based on County Appraisal District values, prorated by area purchased, plus 150% contingencies.
39	Estimated Utility Costs (\$M)	The estimated cost for the purchase and installation of utilities.
40	Estimated Engineering Costs (\$M)	The cost associated with the design of the proposed alignments, based on 18% of construction costs. Includes engineering, survey, geotech, construction management and material testing.
41	Estimated Total Costs (\$M)	The sum of all costs above, but excludes agency administration costs.

LEGEND FOR QUALITATIVE SCORING				
Major Negative Effect	Some Negative Effect	No Effect, Neutral	Some Positive Effect	Major Positive Effect
--	-	0	+	++

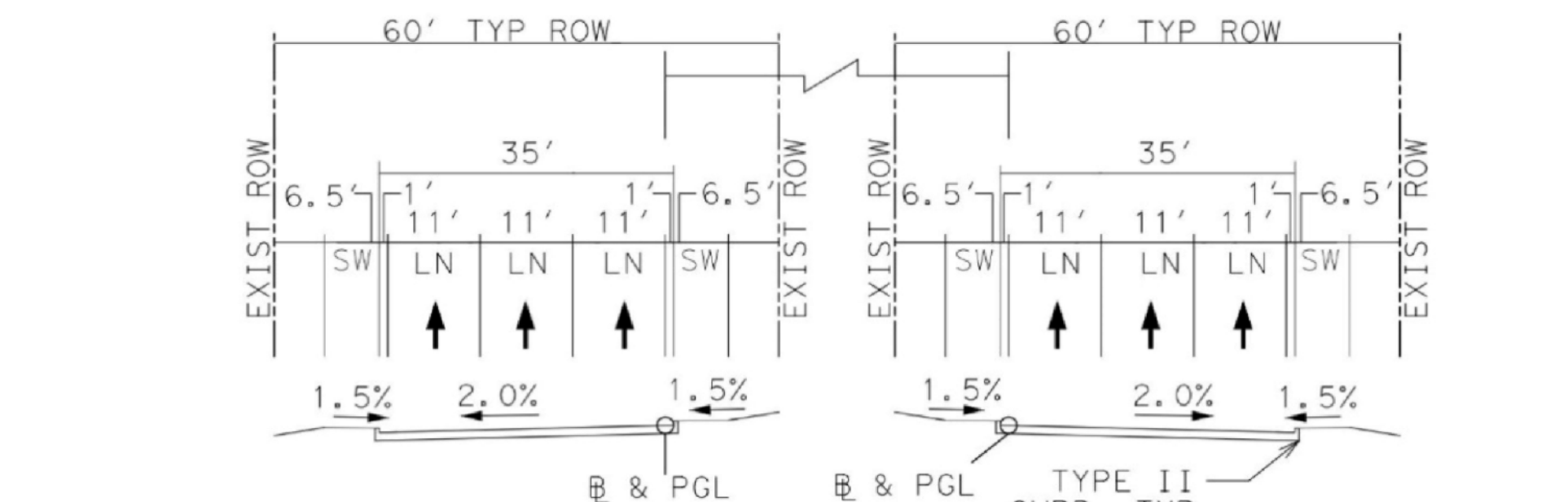
RANKING EVALUATION	
FAVORABLE EVALUATION MEASURE	
LESS FAVORABLE EVALUATION MEASURE	
UNFAVORABLE EVALUATION MEASURE	



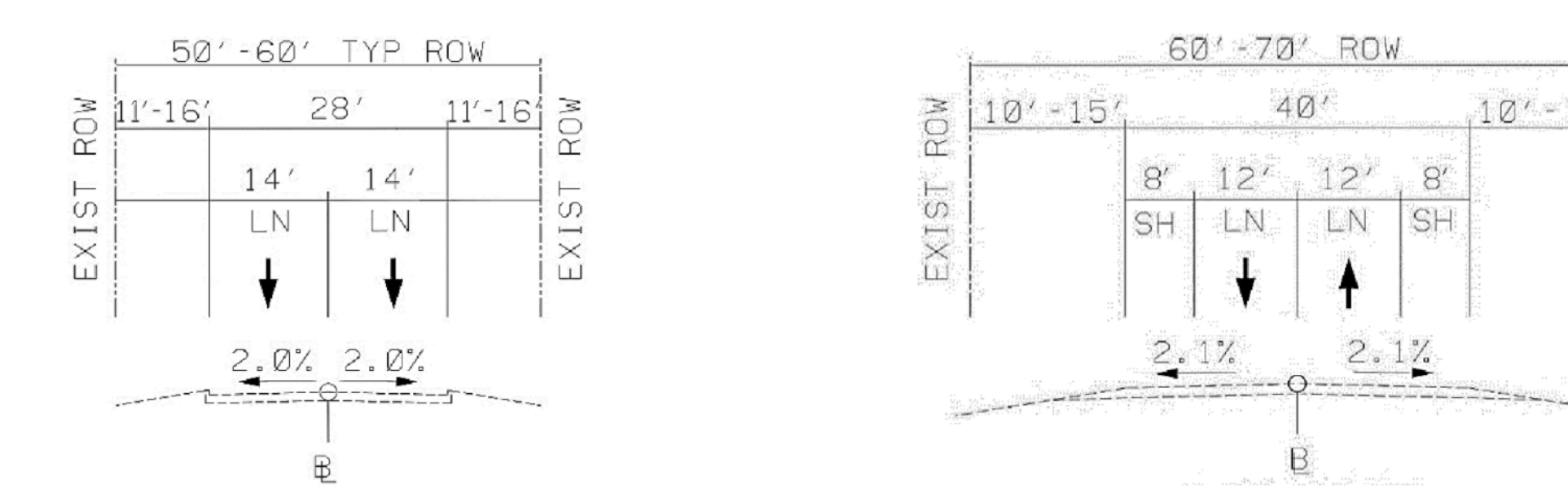
EXISTING TWO LANE NO BUILD ALTERNATIVE (SEG 1,2,3,4,6,7)



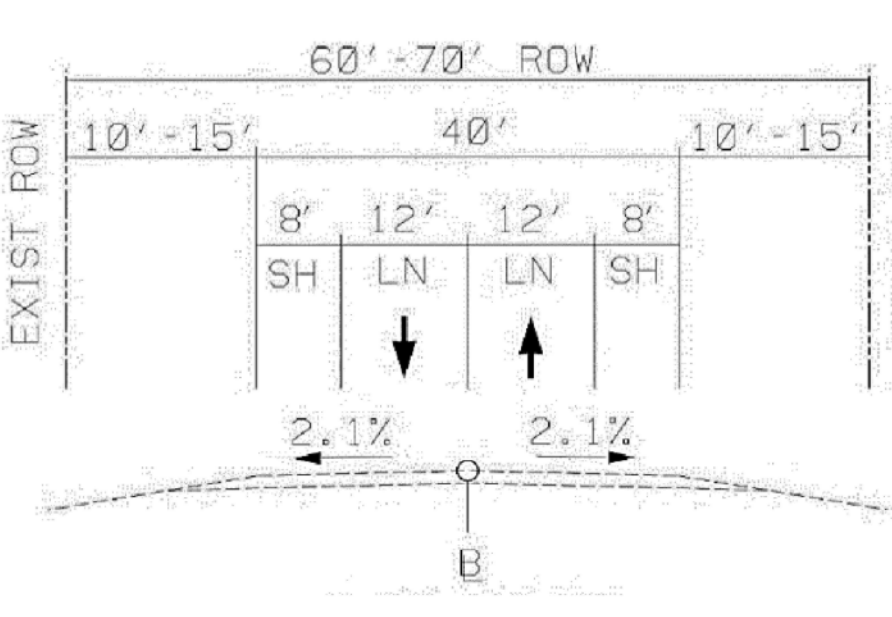
EXISTING SIX LANE NO BUILD ALTERNATIVE (SEG 5)



EXISTING NO BUILD COUPLET ALTERNATIVE (SEG 5,6)

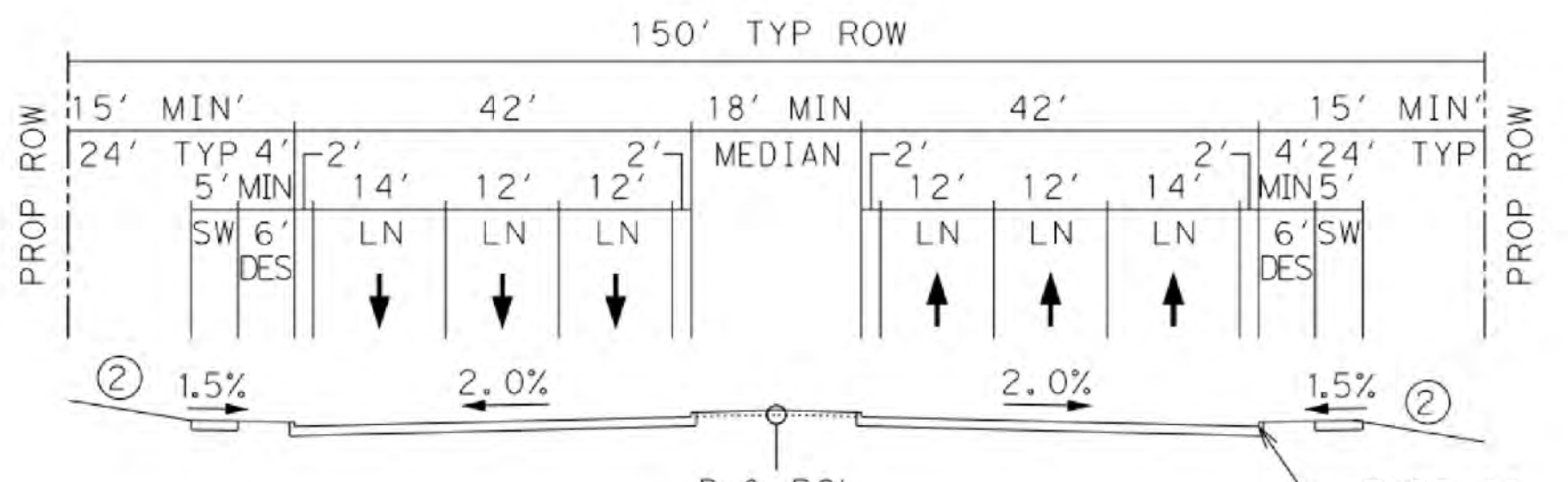


EXISTING N ALAMO RD (SEG 6)

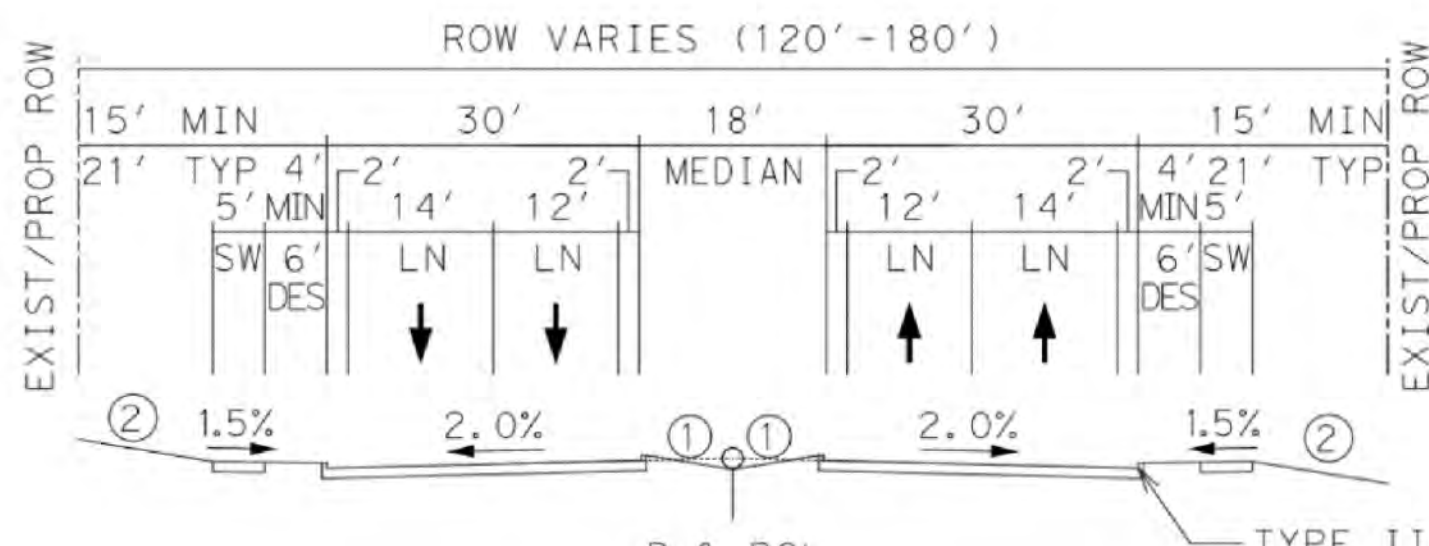


EXISTING N GOLIAD ST (SEG 6)

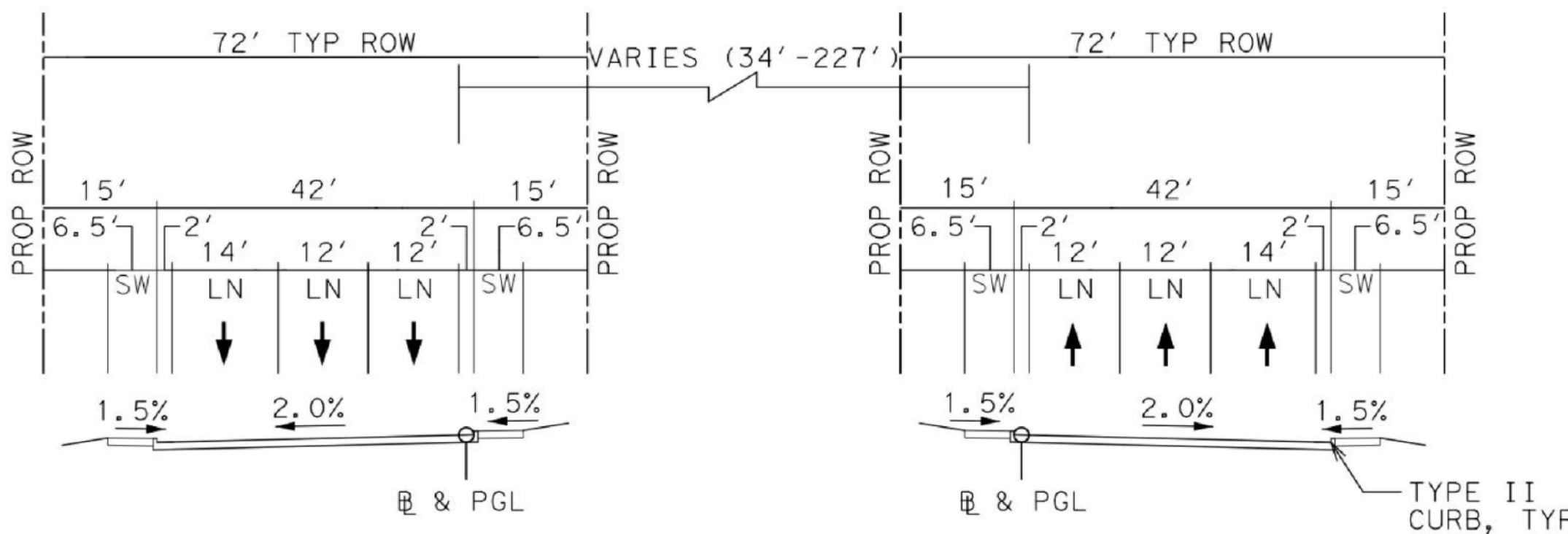
DRAFT
Preliminary, subject to change



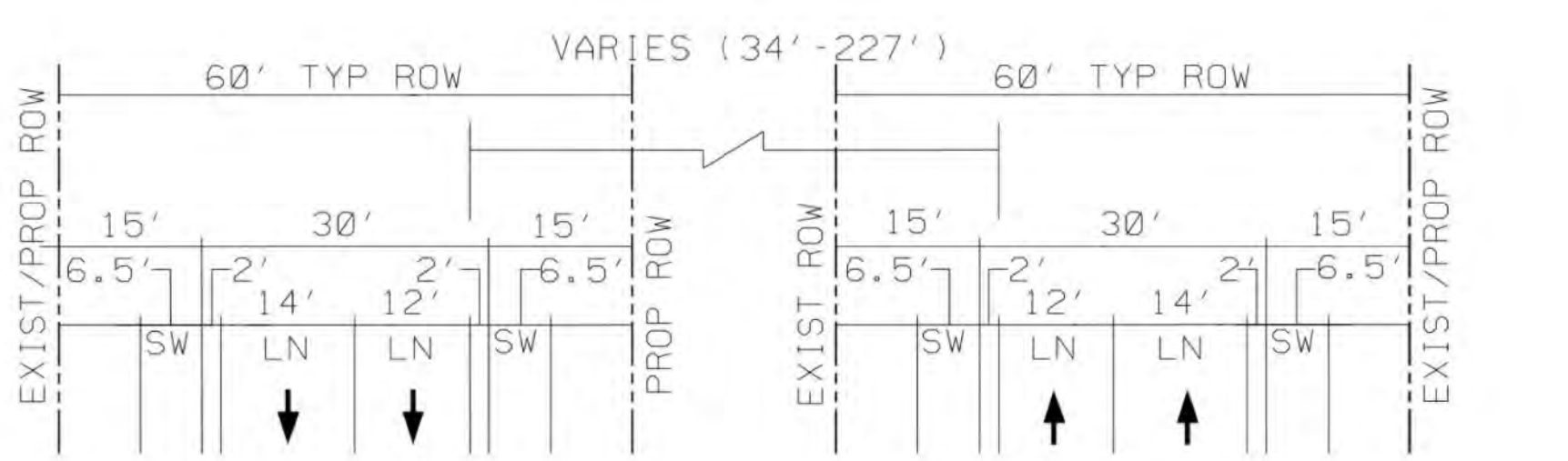
PROPOSED SIX LANE ALTERNATIVE (SEG 1,2,3,4,6A-D,7)



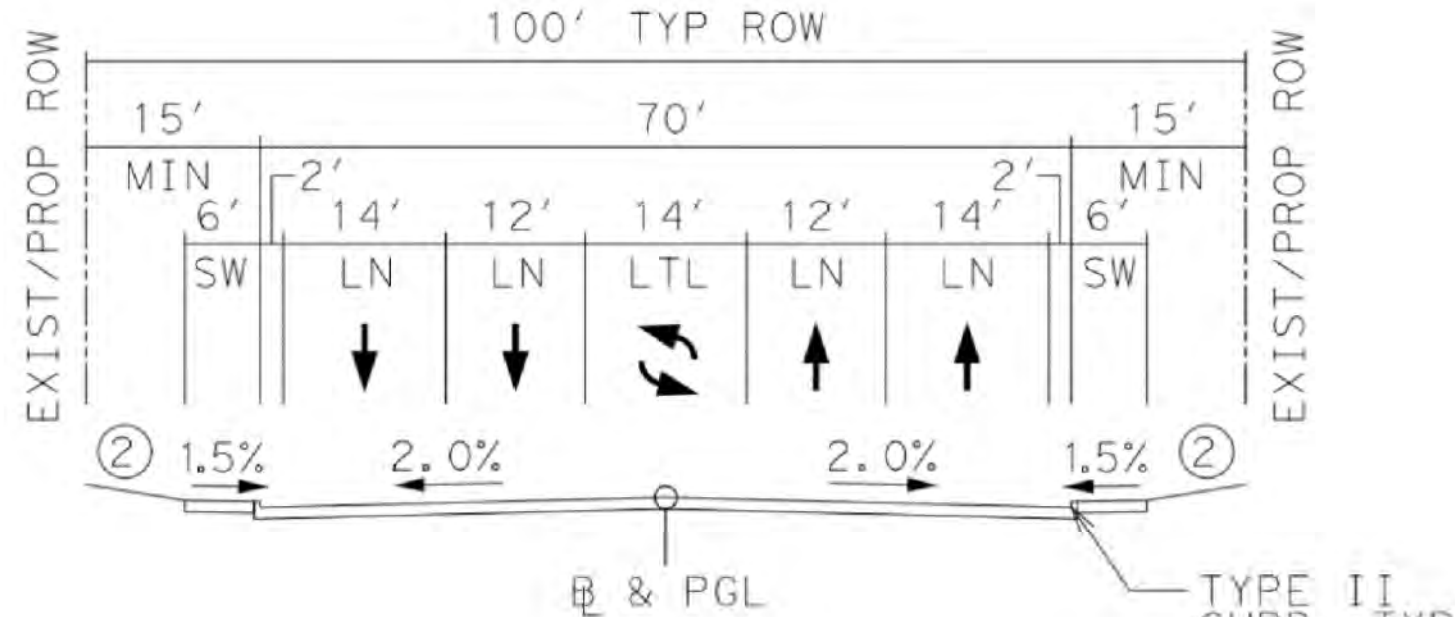
PROPOSED FOUR LANE ALTERNATIVE (SEG 6G)



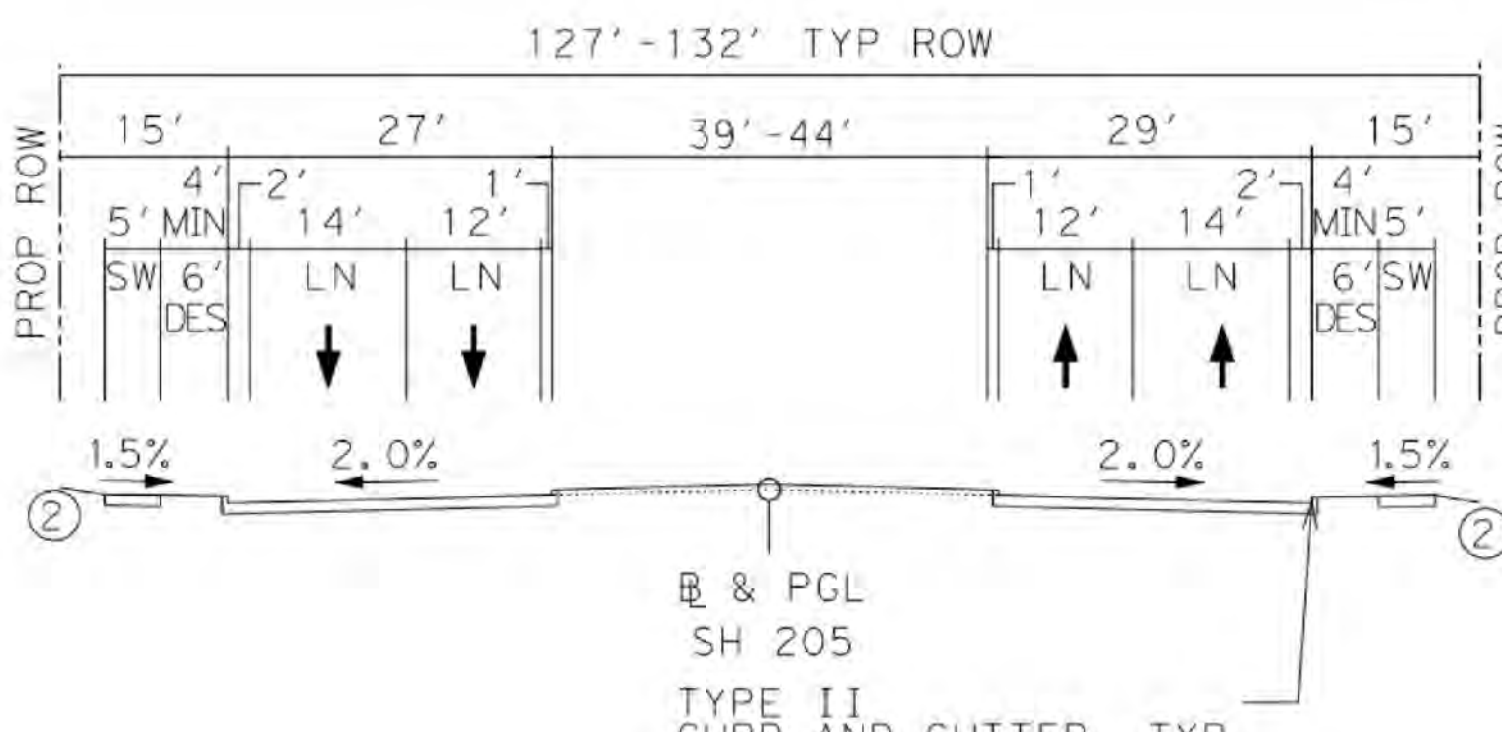
PROPOSED SIX LANE COUPLET ALTERNATIVE (SEG 6D, 6F)



PROPOSED 4 LANE COUPLET ALTERNATIVE (SEG 6G)



PROPOSED FOUR LANE WITH CONTINUOUS LEFT TURN LANE ALTERNATIVE (SEG 6E, 6F)



PROPOSED 4 LANE JOHN KING BOULEVARD OVERLAY (SEG 6-JKB)