

New Braunfels Outer Loop Study PRELIMINARY
SHORT LIST OF OPTIONS SCREENING MATRIX CRITERIA

Criteria by Goal	Measure	Rank	Notes
Safety Goal			
Provides a Crossing at Guadalupe River	Assessment	no, yes	"Yes" if route will provide a crossing at the Guadalupe River.
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	"Yes" if route will reduce public safety delays to response time.
Accommodates Bicycles and Pedestrians	Assessment	no, yes	"Yes" if route will provide accommodations for bicycles and pedestrians.
Mobility Goal			
Provides Relief Route for Congested Areas	Assessment	no, yes	"Yes" if route will provide a relief route for congested areas.
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	"Yes" if route will offer long-term expansion potential for future needs.
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	"Yes" if route will minimize impacts to existing interchanges along IH 35.
Economic Development Goal			
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	"Yes" if route will avoid impacts to future airport expansion.
Community and Environmental Goal			
Minimize Residential Displacements	Each	#	Residents were identified via aerial images, sight-identification, and stakeholders. Each resident was counted as "impacted" if the corridor impacted a residential structure. "Light Green(+)"≤10, "11s"Green(0)"≤14, "Dark Green(-)"≥15
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	Impacts to undeveloped habitat. Undeveloped habitat does not include farmland, residential, nor commercial properties. Vegetation/Wildlife Habitat will be further evaluated during the Environmental Document Phase. "Light Green(+)"≤400, 401s"Green(0)"≤600, "Dark Green(-)"≤601
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-0,+	Using existing databases, sites were identified as potential and known hazardous material sites.
Minimize Impacts to Wetlands	Acres	#	Using existing databases, sites were identified as areas of potential wetland. Wetland mitigation would be based upon detailed analysis as part of future studies. "Light Green(+)"=0, 1s"Green(0)"≤2, "Dark Green(-)"≥3
Minimize Impacts to 100-yr Floodplains	Acres	#	FEMA floodplain data was used to determine the acreage count, based upon the proposed corridor width. "Light Green(+)"≤10, 11s"Green(0)"≤30, "Dark Green(-)"≥31
Minimize Impacts to Sensitive Archeological Areas	Acres	#	This criterion is based on characteristics of the natural, topographic and geologic settings within the study area that have historically demonstrated the potential to contain archeological sites. The archeological sites have not been digitized to protect the location and security of the sites. "Light Green(+)"≤200, 201s"Green(0)"≤400, "Dark Green(-)"≥401
Minimize Noise Impacts to Sensitive Receivers	Each	#	300 ft from the 800 ft corridor was used for potential sensitive receivers. Noise mitigation would be based upon detailed analysis as part of future studies. "Light Green(+)"≤20, 21s"Green(0)"≤30, "Dark Green(-)"≥31
Minimize Impacts to Schools	Potential Impacts	-+	No routes appear to directly impact schools within the study area.
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-+	Using existing databases and sight-identified cemeteries. No routes appear to directly impact cemeteries and prehistoric burial sites.
Avoid Impacts to Parks/Recreational Facilities	Impacts	-+	No routes appear to directly impact parks and recreational facilities within the study area.
Avoid Impacts to Historic Resources	Displacements	-+	Registered historical sites as well as potentially eligible historical sites were identified within the study area using existing databases and sight-identified potential historical sites. A rank of "+" indicates that no impact was identified for the proposed corridors. A rank of "-" indicates that one impact was identified for the proposed corridors.
Avoid Impacts to Landfill	Impacts	-+	No routes appear to directly impact the landfill.
Minimize Impacts to Farmlands/Ranchlands	Spills to Large Parcels	#	Corridors were examined for intent to avoid spilling parcels of farmland/ranchland. "Light Green(+)"≤5, 6s"Green(0)"≤8, "Dark Green(-)"≥10
Minimize Impacts to Commercial Properties	# Properties	#	Commercial properties were sight-identified by the study team. Each commercial property was counted as "impacted" if the corridor impacted a property. "Light Green(+)"=0, 1s"Green(0)"≤2, "Dark Green(-)"≥3
Avoids Planned Capital Improvement Projects	Each	-0,+	Using existing databases, sites were identified as planned capital improvement projects. Upon discussions with county and city engineers and planners, no routes appear to directly impact planned capital improvement projects.
Minimize Impacts to Major Utility Features	Each	-0,+	Major utility features were identified and are shown on the constraints map. A major utility feature was counted as "impacted" if the corridor impacted a major utility feature. A major utility was identified as any structure above ground.
Minimize Impacts to Civic Organizations	Each	-0,+	The civic organizations used for this count were sight-identified by the study team. A rank of "+" indicates that no impact was identified for the proposed corridors.
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-0,+	Environmental justice concerns include disproportionate impacts to low-income and minority residents. Potential environmental justice areas identified will be further evaluated during the Environmental Document Phase. A rank of "+" indicates that no impact was identified for the proposed corridors. A rank of "-" indicates that an impact was identified for the proposed corridors.
Minimize Impacts to Faith-Based Organizations	Potential Impact	-0,+	The faith-based organizations used for this count were sight-identified by the study team. A rank of "+" indicates that no impact was identified for the proposed corridors.
Minimize Impacts to Prime or Unique Farmlands	Acres	#	Corridors were examined to minimize impacts to prime or unique farmlands. Unique Farmlands will be determined during the Environmental Document Phase. "Light Green(+)"=0, 1s"Green(0)"≤75, "Dark Green(-)"≥76
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	Potential Golden-cheeked warbler habitat areas were identified within the study area. Mitigation would be based upon detailed analysis as part of future studies. "Light Green(+)"≤200, 201s"Green(0)"≤300, "Dark Green(-)"≥301
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	Areas mapped as cave-bearing formations on a geologic map (Collins 2000) were identified within the study area. Mitigation would be based upon detailed analysis as part of future studies. "Light Green(+)"≤500, 501s"Green(0)"≤700, "Dark Green(-)"≥701
Engineering Goal			
Affords Potential River Crossings	Design parameter	no, yes	"Yes" if route can afford a potential river crossing.
Conforms to AASHTO Design Criteria	Design parameter	no, yes	"Yes" if route conforms to terrain and is viable.
Cost Effectiveness Goal			
Costs will be determined during future planning and environmental studies.			

New Braunfels Outer Loop Study PRELIMINARY
SHORT LIST OF OPTIONS SCREENING MATRIX

Criteria by Goal	Measure	Rank	Options: No Build*	Section A Short List of Options		
				Route 1** (A13, A14, A10)	Route 2 (A13, A6, A8)	Route 3 (A13, A14, A15, A8)
Safety Goal						
Provides a Crossing at Guadalupe River	Assessment	no, yes	No	Yes	Yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	No	Yes	Yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	No	Yes	Yes	Yes
Mobility Goal						
Provides Relief Route for Congested Areas	Assessment	no, yes	No	Yes	Yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	No	Yes	Yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes	Yes	Yes	Yes
Economic Development Goal						
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes	Yes	Yes	Yes
Community and Environmental Goal						
Minimize Residential Displacements	Each	#	0	2	2	2
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	0	689	661	647
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+	+	+	+
Minimize Impacts to Wetlands	Acres	#	0	1	1	2
Minimize Impacts to 100-yr Floodplains	Acres	#	0	35	35	35
Minimize Impacts to Sensitive Archeological Areas	Acres	#	0	567	506	578
Minimize Noise Impacts to Sensitive Receivers	Each	#	0	3	3	3
Minimize Impacts to Schools	Potential Impacts	-,+	+	+	+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+	+	+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+	+	+	+
Avoid Impacts to Historic Resources	Displacements	-,+	+	+	+	+
Avoid Impacts to Landfill	Impacts	-,+	+	+	+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	0	4	7	6
Minimize Impacts to Commercial Properties	# Properties	#	0	0	0	0
Avoids Planned Capital Improvement Projects	Each	-,0,+	+	+	+	+
Minimize Impacts to Major Utility Features	Each	-,0,+	+	+	+	+
Minimize Impacts to Civic Organizations	Each	-,0,+	+	+	+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	+	-	-	-
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+	+	+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0	120	121	111
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	0	270	222	223
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	0	553	568	562
Engineering Goal						
Affords Potential River Crossings	Design parameter	no, yes	No	Yes	Yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	No	Yes	Yes	Yes
Cost Effectiveness Goal***						

* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

New Braunfels Outer Loop Study PRELIMINARY
SHORT LIST OF OPTIONS SCREENING MATRIX

Options:			Section B Short List of Options																				
Criteria by Goal	Measure	Rank	No Build*	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7	Route 8	Route 9	Route 10	Route 11	Route 12	Route 13	Route 14	Route 15**	Route 16	Route 17	Route 18	Route 19	Route 20
				(B1, B6, B34, B8, B15, B31, B22)	(B1, B6, B34, B8, B15, B33, B20, B32, B22)	(B1, B6, B34, B8, B15, B33, B20, B21)	(B1, B6, B9, B12, B17, B19, B20, B32, B22)	(B1, B6, B9, B12, B17, B19, B20, B21)	(B1, B6, B9, B27, B14, B19, B20, B32, B22)	(B1, B6, B9, B27, B14, B19, B20, B21)	(B1, B7, B28, B11, B15, B31, B22)	(B1, B7, B28, B11, B15, B33, B20, B32, B22)	(B1, B7, B28, B11, B15, B33, B20, B21)	(B1, B7, B28, B10, B26, B17, B19, B20, B21)	(B1, B7, B28, B10, B26, B14, B19, B20, B32, B22)	(B1, B7, B28, B10, B26, B14, B19, B20, B21)	(B23, B29, B8, B15, B31, B22)	(B23, B29, B8, B15, B33, B20, B32, B22)	(B23, B29, B8, B15, B33, B20, B21)	(B23, B30, B28, B11, B15, B31, B22)	(B23, B30, B28, B11, B15, B33, B20, B32, B22)	(B23, B30, B28, B11, B15, B33, B20, B21)	(B23, B30, B28, B11, B15, B33, B20, B21)
Safety Goal																							
Provides a Crossing at Guadalupe River	Assessment	no, yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Mobility Goal																							
Provides Relief Route for Congested Areas	Assessment	no, yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Economic Development Goal																							
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Community and Environmental Goal																							
Minimize Residential Displacements	Each	#	0	11	12	13	12	13	13	14	11	12	13	14	15	15	16	9	10	11	10	11	12
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	0	667	666	672	572	578	554	561	680	679	685	577	584	560	566	675	674	680	653	651	658
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-0,+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Minimize Impacts to Wetlands	Acres	#	0	4	4	4	4	4	3	3	4	4	4	4	4	3	3	3	3	3	3	3	3
Minimize Impacts to 100-yr Floodplains	Acres	#	0	35	35	35	49	49	47	47	18	18	18	17	17	15	15	15	15	15	14	14	14
Minimize Impacts to Sensitive Archeological Areas	Acres	#	0	332	311	311	405	405	391	391	270	248	248	322	322	309	309	302	281	281	263	242	242
Minimize Noise Impacts to Sensitive Receivers	Each	#	0	35	37	38	34	35	36	37	30	32	33	35	36	37	38	25	27	28	28	30	31
Minimize Impacts to Schools	Potential Impacts	-,*	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,*	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,*	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Avoid Impacts to Historic Resources	Displacements	-,*	+	+	+	-	+	-	+	-	+	+	-	+	-	+	-	+	+	-	+	+	-
Avoid Impacts to Landfill	Impacts	-,*	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	0	10	9	8	6	5	6	5	10	10	9	7	6	7	6	11	10	8	11	10	9
Minimize Impacts to Commercial Properties	# Properties	#	0	3	3	4	2	3	0	1	3	3	4	2	3	0	1	3	3	4	3	3	4
Avoids Planned Capital Improvement Projects	Each	-0,+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Minimize Impacts to Major Utility Features	Each	-0,+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Minimize Impacts to Civic Organizations	Each	-0,+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-0,+	+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	+	+	+	+	+	+
Minimize Impacts to Faith-Based Organizations	Potential Impact	-0,+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	0	343	344	376	270	302	260	293	294	294	327	272	304	262	294	327	327	360	278	278	311
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	0	803	810	796	790	776	787	773	803	809	796	784	770	781	767	758	765	751	747	753	739
Engineering Goal																							
Affords Potential River Crossings	Design parameter	no, yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cost Effectiveness Goal***																							

* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

New Braunfels Outer Loop Study PRELIMINARY
SHORT LIST OF OPTIONS SCREENING MATRIX

Criteria by Goal	Options:			Section C Short List of Options			
	Measure	Rank	No Build*	Route 1	Route 2**	Route 3	Route 4
				(C1, C5, C16)	(C1, C5, C16)	(C2, C5, C16)	(C2, C5, C16)
Safety Goal							
Provides a Crossing at Guadalupe River	Assessment	no, yes	No	Yes	Yes	Yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	No	Yes	Yes	Yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	No	Yes	Yes	Yes	Yes
Mobility Goal							
Provides Relief Route for Congested Areas	Assessment	no, yes	No	Yes	Yes	Yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	No	Yes	Yes	Yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes	Yes	Yes	Yes	Yes
Economic Development Goal							
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes	Yes	Yes	Yes	Yes
Community and Environmental Goal							
Minimize Residential Displacements	Each	#	0	2	1	1	2
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	0	365	361	363	362
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-0,+	+	+	+	+	+
Minimize Impacts to Wetlands	Acres	#	0	1	1	1	0
Minimize Impacts to 100-yr Floodplains	Acres	#	0	0	0	0	0
Minimize Impacts to Sensitive Archeological Areas	Acres	#	0	46	46	46	46
Minimize Noise Impacts to Sensitive Receivers	Each	#	0	19	19	19	18
Minimize Impacts to Schools	Potential Impacts	-,+	+	+	+	+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+	+	+	+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+	+	+	+	+
Avoid Impacts to Historic Resources	Displacements	-,+	+	+	+	+	+
Avoid Impacts to Landfill	Impacts	-,+	+	+	+	+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	0	4	3	4	3
Minimize Impacts to Commercial Properties	# Properties	#	0	0	0	0	0
Avoids Planned Capital Improvement Projects	Each	-0,+	+	+	+	+	+
Minimize Impacts to Major Utility Features	Each	-0,+	+	+	+	+	+
Minimize Impacts to Civic Organizations	Each	-0,+	+	+	+	+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-0,+	+	-	-	-	-
Minimize Impacts to Faith-Based Organizations	Potential Impact	-0,+	+	+	+	+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0	71	73	69	69
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	0	47	47	50	50
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	0	56	60	6	6
Engineering Goal							
Affords Potential River Crossings	Design parameter	no, yes	No	Yes	Yes	Yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	No	Yes	Yes	Yes	Yes
Cost Effectiveness Goal***							

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** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

New Braunfels Outer Loop Study PRELIMINARY SHORT LIST OF OPTIONS SCREENING MATRIX

Criteria by Goal		Option:		No Build*
		Measure	R a n k	
Safety Goal				
Provides a Crossing at Guadalupe River	Assessment	no, yes		No
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes		No
Accommodates Bicycles and Pedestrians	Assessment	no, yes		No
Mobility Goal				
Provides Relief Route for Congested Areas	Assessment	no, yes		No
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes		No
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes		Yes
Economic Development Goal				
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes		Yes
Community and Environmental Goal				
Minimize Residential Displacements	Each	#		0
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#		0
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+		+
Minimize Impacts to Wetlands	Acres	#		0
Minimize Impacts to 100-yr Floodplains	Acres	#		0
Minimize Impacts to Sensitive Archeological Areas	Acres	#		0
Minimize Noise Impacts to Sensitive Receivers	Each	#		0
Minimize Impacts to Schools	Potential Impacts	-,+		+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+		+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+		+
Avoid Impacts to Historic Resources	Displacements	-,+		+
Avoid Impacts to Landfill	Impacts	-,+		+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#		0
Minimize Impacts to Commercial Properties	# Properties	#		0
Avoids Planned Capital Improvement Projects	Each	-,0,+		+
Minimize Impacts to Major Utility Features	Each	-,0,+		+
Minimize Impacts to Civic Organizations	Each	-,0,+		+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+		+
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+		+
Minimize Impacts to Prime or Unique Farmlands	Acres	#		0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#		0
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#		0
Engineering Goal				
Affords Potential River Crossings	Design parameter	no, yes		No
Conforms to AASHTO Design Criteria	Design parameter	no, yes		No
Cost Effectiveness Goal***				
Notes				
The No Build option does not meet the purpose and need of the New Bruanfels Outer Loop Study.				

* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

New Braunfels Outer Loop Study PRELIMINARY SHORT LIST OF OPTIONS SCREENING MATRIX

		Options:		A
Criteria by Goal	Measure	R a n k	Route 1**	
Safety Goal				
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes	
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes	
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes	
Mobility Goal				
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes	
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes	
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes	
Economic Development Goal				
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes	
Community and Environmental Goal				
Minimize Residential Displacements	# of Residents	#	2	
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	689	
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+	
Minimize Impacts to Wetlands	Acres	#	1	
Minimize Impacts to 100-yr Floodplains	Acres	#	35	
Minimize Impacts to Sensitive Archeological Areas	Acres	#	567	
Minimize Noise Impacts to Sensitive Receivers	Each	#	3	
Minimize Impacts to Schools	Potential Impacts	-,+	+	
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+	
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+	
Avoid Impacts to Historic Resources	Displacements	-,+	+	
Avoid Impacts to Landfill	Impacts	-,+	+	
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	4	
Minimize Impacts to Commercial Properties	# Properties	#	0	
Avoids Planned Capital Improvement Projects	Each	-,0,+	+	
Minimize Impacts to Major Utility Features	Each	-,0,+	+	
Minimize Impacts to Civic Organizations	Each	-,0,+	+	
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	-	
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+	
Minimize Impacts to Prime or Unique Farmlands	Acres	#	120	
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	270	
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	553	
Engineering Goal				
Affords Potential River Crossings	Design parameter	no, yes	Yes	
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes	
Cost Effectiveness Goal***				
Notes				
This alternative is a combination of: A13, A14, A10 ROUTE A1 IS THE STUDY RECOMMENDATION BECAUSE IT HAS THE LEAST IMPACTS TO COMMUNITY CONSTRAINTS.				

* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

New Braunfels Outer Loop Study PRELIMINARY SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:	A
Criteria by Goal	Measure	R a n k	Route 2	
Safety Goal				
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes	
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes	
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes	
Mobility Goal				
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes	
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes	
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes	
Economic Development Goal				
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes	
Community and Environmental Goal				
Minimize Residential Displacements	# of Residents	#	2	
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	661	
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+	
Minimize Impacts to Wetlands	Acres	#	1	
Minimize Impacts to 100-yr Floodplains	Acres	#	35	
Minimize Impacts to Sensitive Archeological Areas	Acres	#	506	
Minimize Noise Impacts to Sensitive Receivers	Each	#	3	
Minimize Impacts to Schools	Potential Impacts	-,+	+	
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+	
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+	
Avoid Impacts to Historic Resources	Displacements	-,+	+	
Avoid Impacts to Landfill	Impacts	-,+	+	
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	7	
Minimize Impacts to Commercial Properties	# Properties	#	0	
Avoids Planned Capital Improvement Projects	Each	-,0,+	+	
Minimize Impacts to Major Utility Features	Each	-,0,+	+	
Minimize Impacts to Civic Organizations	Each	-,0,+	+	
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	-	
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+	
Minimize Impacts to Prime or Unique Farmlands	Acres	#	121	
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	222	
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	568	
Engineering Goal				
Affords Potential River Crossings	Design parameter	no, yes	Yes	
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes	
Cost Effectiveness Goal***				
Notes				
This alternative is a combination of: A13, A6, A8				

* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

New Braunfels Outer Loop Study PRELIMINARY SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:	A
Criteria by Goal	Measure	R a n k	Route 3	
Safety Goal				
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes	
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes	
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes	
Mobility Goal				
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes	
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes	
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes	
Economic Development Goal				
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes	
Community and Environmental Goal				
Minimize Residential Displacements	# of Residents	#	2	
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	647	
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+	
Minimize Impacts to Wetlands	Acres	#	2	
Minimize Impacts to 100-yr Floodplains	Acres	#	35	
Minimize Impacts to Sensitive Archeological Areas	Acres	#	578	
Minimize Noise Impacts to Sensitive Receivers	Each	#	3	
Minimize Impacts to Schools	Potential Impacts	-,+	+	
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+	
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+	
Avoid Impacts to Historic Resources	Displacements	-,+	+	
Avoid Impacts to Landfill	Impacts	-,+	+	
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	6	
Minimize Impacts to Commercial Properties	# Properties	#	0	
Avoids Planned Capital Improvement Projects	Each	-,0,+	+	
Minimize Impacts to Major Utility Features	Each	-,0,+	+	
Minimize Impacts to Civic Organizations	Each	-,0,+	+	
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	-	
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+	
Minimize Impacts to Prime or Unique Farmlands	Acres	#	111	
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	223	
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	562	
Engineering Goal				
Affords Potential River Crossings	Design parameter	no, yes	Yes	
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes	
Cost Effectiveness Goal***				
Notes				
This alternative is a combination of: A13, A14, A15, A8				

* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:
			B
Criteria by Goal	Measure	Rank	Route 1
Safety Goal			
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes
Mobility Goal			
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes
Economic Development Goal			
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes
Community and Environmental Goal			
Minimize Residential Displacements	# of Residents	#	11
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	667
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+
Minimize Impacts to Wetlands	Acres	#	4
Minimize Impacts to 100-yr Floodplains	Acres	#	35
Minimize Impacts to Sensitive Archeological Areas	Acres	#	332
Minimize Noise Impacts to Sensitive Receivers	Each	#	35
Minimize Impacts to Schools	Potential Impacts	-,+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+
Avoid Impacts to Historic Resources	Displacements	-,+	+
Avoid Impacts to Landfill	Impacts	-,+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	10
Minimize Impacts to Commercial Properties	# Properties	#	3
Avoids Planned Capital Improvement Projects	Each	-,0,+	+
Minimize Impacts to Major Utility Features	Each	-,0,+	+
Minimize Impacts to Civic Organizations	Each	-,0,+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	-
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	343
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	803
Engineering Goal			
Affords Potential River Crossings	Design parameter	no, yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes
Cost Effectiveness Goal***			
Notes			
This alternative is a combination of: B1, B6, B34, B8, B15, B31, B22			

* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:
			B
Criteria by Goal	Measure	Rank	Route 2
Safety Goal			
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes
Mobility Goal			
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes
Economic Development Goal			
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes
Community and Environmental Goal			
Minimize Residential Displacements	# of Residents	#	12
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	666
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+
Minimize Impacts to Wetlands	Acres	#	4
Minimize Impacts to 100-yr Floodplains	Acres	#	35
Minimize Impacts to Sensitive Archeological Areas	Acres	#	311
Minimize Noise Impacts to Sensitive Receivers	Each	#	37
Minimize Impacts to Schools	Potential Impacts	-,+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+
Avoid Impacts to Historic Resources	Displacements	-,+	+
Avoid Impacts to Landfill	Impacts	-,+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	9
Minimize Impacts to Commercial Properties	# Properties	#	3
Avoids Planned Capital Improvement Projects	Each	-,0,+	+
Minimize Impacts to Major Utility Features	Each	-,0,+	+
Minimize Impacts to Civic Organizations	Each	-,0,+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	-
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	344
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	810
Engineering Goal			
Affords Potential River Crossings	Design parameter	no, yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes
Cost Effectiveness Goal***			
Notes			
This alternative is a combination of: B1, B6, B34, B8, B15, B33, B20, B32, B22			

* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:
			B
Criteria by Goal	Measure	Rank	Route 3
Safety Goal			
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes
Mobility Goal			
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes
Economic Development Goal			
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes
Community and Environmental Goal			
Minimize Residential Displacements	# of Residents	#	13
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	672
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+
Minimize Impacts to Wetlands	Acres	#	4
Minimize Impacts to 100-yr Floodplains	Acres	#	35
Minimize Impacts to Sensitive Archeological Areas	Acres	#	311
Minimize Noise Impacts to Sensitive Receivers	Each	#	38
Minimize Impacts to Schools	Potential Impacts	-,+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+
Avoid Impacts to Historic Resources	Displacements	-,+	-
Avoid Impacts to Landfill	Impacts	-,+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	8
Minimize Impacts to Commercial Properties	# Properties	#	4
Avoids Planned Capital Improvement Projects	Each	-,0,+	+
Minimize Impacts to Major Utility Features	Each	-,0,+	+
Minimize Impacts to Civic Organizations	Each	-,0,+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	-
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	376
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	796
Engineering Goal			
Affords Potential River Crossings	Design parameter	no, yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes
Cost Effectiveness Goal***			
Notes			
This alternative is a combination of: B1, B6, B34, B8, B15, B33, B20, B21			
ROUTE B3 WAS ELIMINATED BECAUSE IT INCLUDED ALTERNATIVE B21 AND B21 IMPACTS A HISTORIC RESOURCE, THE DAS			
* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.			
** Study Recommendation Route			
*** Costs will be determined during future planning and environmental studies.			

SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:
			B
Criteria by Goal	Measure	Rank	Route 4
Safety Goal			
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes
Mobility Goal			
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes
Economic Development Goal			
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes
Community and Environmental Goal			
Minimize Residential Displacements	# of Residents	#	12
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	572
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+
Minimize Impacts to Wetlands	Acres	#	4
Minimize Impacts to 100-yr Floodplains	Acres	#	49
Minimize Impacts to Sensitive Archeological Areas	Acres	#	405
Minimize Noise Impacts to Sensitive Receivers	Each	#	34
Minimize Impacts to Schools	Potential Impacts	-,+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+
Avoid Impacts to Historic Resources	Displacements	-,+	+
Avoid Impacts to Landfill	Impacts	-,+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	6
Minimize Impacts to Commercial Properties	# Properties	#	2
Avoids Planned Capital Improvement Projects	Each	-,0,+	+
Minimize Impacts to Major Utility Features	Each	-,0,+	+
Minimize Impacts to Civic Organizations	Each	-,0,+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	-
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	270
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	790
Engineering Goal			
Affords Potential River Crossings	Design parameter	no, yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes
Cost Effectiveness Goal***			
Notes			
This alternative is a combination of: B1, B6, B9, B12, B17, B19, B20, B32, B22			

* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:
			B
Criteria by Goal	Measure	Rank	Route 5
Safety Goal			
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes
Mobility Goal			
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes
Economic Development Goal			
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes
Community and Environmental Goal			
Minimize Residential Displacements	# of Residents	#	13
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	578
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+
Minimize Impacts to Wetlands	Acres	#	4
Minimize Impacts to 100-yr Floodplains	Acres	#	49
Minimize Impacts to Sensitive Archeological Areas	Acres	#	405
Minimize Noise Impacts to Sensitive Receivers	Each	#	35
Minimize Impacts to Schools	Potential Impacts	-,+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+
Avoid Impacts to Historic Resources	Displacements	-,+	-
Avoid Impacts to Landfill	Impacts	-,+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	5
Minimize Impacts to Commercial Properties	# Properties	#	3
Avoids Planned Capital Improvement Projects	Each	-,0,+	+
Minimize Impacts to Major Utility Features	Each	-,0,+	+
Minimize Impacts to Civic Organizations	Each	-,0,+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	-
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	302
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	776
Engineering Goal			
Affords Potential River Crossings	Design parameter	no, yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes
Cost Effectiveness Goal***			
Notes			
This alternative is a combination of: B1, B6, B9, B12, B17, B19, B20, B21			
ROUTE B5 WAS ELIMINATED BECAUSE IT INCLUDED ALTERNATIVE B21 AND B21 IMPACTS A HISTORIC RESOURCE, THE DAS			
* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.			
** Study Recommendation Route			
*** Costs will be determined during future planning and environmental studies.			

SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:
			B
Criteria by Goal	Measure	Rank	Route 6
Safety Goal			
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes
Mobility Goal			
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes
Economic Development Goal			
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes
Community and Environmental Goal			
Minimize Residential Displacements	# of Residents	#	13
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	554
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+
Minimize Impacts to Wetlands	Acres	#	3
Minimize Impacts to 100-yr Floodplains	Acres	#	47
Minimize Impacts to Sensitive Archeological Areas	Acres	#	391
Minimize Noise Impacts to Sensitive Receivers	Each	#	36
Minimize Impacts to Schools	Potential Impacts	-,+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+
Avoid Impacts to Historic Resources	Displacements	-,+	+
Avoid Impacts to Landfill	Impacts	-,+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	6
Minimize Impacts to Commercial Properties	# Properties	#	0
Avoids Planned Capital Improvement Projects	Each	-,0,+	+
Minimize Impacts to Major Utility Features	Each	-,0,+	+
Minimize Impacts to Civic Organizations	Each	-,0,+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	-
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	260
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	787
Engineering Goal			
Affords Potential River Crossings	Design parameter	no, yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes
Cost Effectiveness Goal***			
Notes			
This alternative is a combination of: B1, B6, B9, B27, B14, B19, B20, B32, B22			
ROUTE B6 HAS THE LEAST IMPACTS TO ENVIRONMENTAL CONSTRAINTS HOWEVER ROUTE B6 HAS THE GREATEST NUMBER			

* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:
			B
Criteria by Goal	Measure	Rank	Route 7
Safety Goal			
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes
Mobility Goal			
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes
Economic Development Goal			
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes
Community and Environmental Goal			
Minimize Residential Displacements	# of Residents	#	14
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	561
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+
Minimize Impacts to Wetlands	Acres	#	3
Minimize Impacts to 100-yr Floodplains	Acres	#	47
Minimize Impacts to Sensitive Archeological Areas	Acres	#	391
Minimize Noise Impacts to Sensitive Receivers	Each	#	37
Minimize Impacts to Schools	Potential Impacts	-,+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+
Avoid Impacts to Historic Resources	Displacements	-,+	-
Avoid Impacts to Landfill	Impacts	-,+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	5
Minimize Impacts to Commercial Properties	# Properties	#	1
Avoids Planned Capital Improvement Projects	Each	-,0,+	+
Minimize Impacts to Major Utility Features	Each	-,0,+	+
Minimize Impacts to Civic Organizations	Each	-,0,+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	-
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	293
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	773
Engineering Goal			
Affords Potential River Crossings	Design parameter	no, yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes
Cost Effectiveness Goal***			
Notes			
This alternative is a combination of: B1, B6, B9, B27, B14, B19, B20, B21			
ROUTE B7 WAS ELIMINATED BECAUSE IT INCLUDED ALTERNATIVE B21 AND B21 IMPACTS A HISTORIC RESOURCE, THE DAS			
* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.			
** Study Recommendation Route			
*** Costs will be determined during future planning and environmental studies.			

SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:
			B
Criteria by Goal	Measure	Rank	Route 8
Safety Goal			
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes
Mobility Goal			
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes
Economic Development Goal			
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes
Community and Environmental Goal			
Minimize Residential Displacements	# of Residents	#	11
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	680
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+
Minimize Impacts to Wetlands	Acres	#	4
Minimize Impacts to 100-yr Floodplains	Acres	#	18
Minimize Impacts to Sensitive Archeological Areas	Acres	#	270
Minimize Noise Impacts to Sensitive Receivers	Each	#	30
Minimize Impacts to Schools	Potential Impacts	-,+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+
Avoid Impacts to Historic Resources	Displacements	-,+	+
Avoid Impacts to Landfill	Impacts	-,+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	10
Minimize Impacts to Commercial Properties	# Properties	#	3
Avoids Planned Capital Improvement Projects	Each	-,0,+	+
Minimize Impacts to Major Utility Features	Each	-,0,+	+
Minimize Impacts to Civic Organizations	Each	-,0,+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	-
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	294
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	803
Engineering Goal			
Affords Potential River Crossings	Design parameter	no, yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes
Cost Effectiveness Goal***			
Notes			
This alternative is a combination of: B1, B7, B28, B11, B15, B31, B22			

* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

SHORT LIST OF OPTIONS SCREENING MATRIX

		Options:		B
Criteria by Goal		Measure	Rank	Route 9
Safety Goal				
Provides a Crossing at Guadalupe River	Assessment	no, yes		Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes		Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes		Yes
Mobility Goal				
Provides Relief Route for Congested Areas	Assessment	no, yes		Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes		Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes		Yes
Economic Development Goal				
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes		Yes
Community and Environmental Goal				
Minimize Residential Displacements	# of Residents	#		12
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#		679
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+		+
Minimize Impacts to Wetlands	Acres	#		4
Minimize Impacts to 100-yr Floodplains	Acres	#		18
Minimize Impacts to Sensitive Archeological Areas	Acres	#		248
Minimize Noise Impacts to Sensitive Receivers	Each	#		32
Minimize Impacts to Schools	Potential Impacts	-,+		+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+		+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+		+
Avoid Impacts to Historic Resources	Displacements	-,+		+
Avoid Impacts to Landfill	Impacts	-,+		+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#		10
Minimize Impacts to Commercial Properties	# Properties	#		3
Avoids Planned Capital Improvement Projects	Each	-,0,+		+
Minimize Impacts to Major Utility Features	Each	-,0,+		+
Minimize Impacts to Civic Organizations	Each	-,0,+		+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+		-
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+		+
Minimize Impacts to Prime or Unique Farmlands	Acres	#		0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#		294
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#		809
Engineering Goal				
Affords Potential River Crossings	Design parameter	no, yes		Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes		Yes
Cost Effectiveness Goal***				
Notes				
This alternative is a combination of: B1, B7, B28, B11, B15, B33, B20, B32, B22				

* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:
			B
Criteria by Goal	Measure	Rank	Route 10
Safety Goal			
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes
Mobility Goal			
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes
Economic Development Goal			
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes
Community and Environmental Goal			
Minimize Residential Displacements	# of Residents	#	13
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	685
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+
Minimize Impacts to Wetlands	Acres	#	4
Minimize Impacts to 100-yr Floodplains	Acres	#	18
Minimize Impacts to Sensitive Archeological Areas	Acres	#	248
Minimize Noise Impacts to Sensitive Receivers	Each	#	33
Minimize Impacts to Schools	Potential Impacts	-,+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+
Avoid Impacts to Historic Resources	Displacements	-,+	-
Avoid Impacts to Landfill	Impacts	-,+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	9
Minimize Impacts to Commercial Properties	# Properties	#	4
Avoids Planned Capital Improvement Projects	Each	-,0,+	+
Minimize Impacts to Major Utility Features	Each	-,0,+	+
Minimize Impacts to Civic Organizations	Each	-,0,+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	-
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	327
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	796
Engineering Goal			
Affords Potential River Crossings	Design parameter	no, yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes
Cost Effectiveness Goal***			
Notes			
This alternative is a combination of: B1, B7, B28, B11, B15, B33, B20, B21			
ROUTE B10 WAS ELIMINATED BECAUSE IT INCLUDED ALTERNATIVE B21 AND B21 IMPACTS A HISTORIC RESOURCE, THE DAS			
* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.			
** Study Recommendation Route			
*** Costs will be determined during future planning and environmental studies.			

SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:
			B
Criteria by Goal	Measure	Rank	Route 11
Safety Goal			
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes
Mobility Goal			
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes
Economic Development Goal			
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes
Community and Environmental Goal			
Minimize Residential Displacements	# of Residents	#	14
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	577
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+
Minimize Impacts to Wetlands	Acres	#	4
Minimize Impacts to 100-yr Floodplains	Acres	#	17
Minimize Impacts to Sensitive Archeological Areas	Acres	#	322
Minimize Noise Impacts to Sensitive Receivers	Each	#	35
Minimize Impacts to Schools	Potential Impacts	-,+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+
Avoid Impacts to Historic Resources	Displacements	-,+	+
Avoid Impacts to Landfill	Impacts	-,+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	7
Minimize Impacts to Commercial Properties	# Properties	#	2
Avoids Planned Capital Improvement Projects	Each	-,0,+	+
Minimize Impacts to Major Utility Features	Each	-,0,+	+
Minimize Impacts to Civic Organizations	Each	-,0,+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	-
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	272
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	784
Engineering Goal			
Affords Potential River Crossings	Design parameter	no, yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes
Cost Effectiveness Goal***			
Notes			
This alternative is a combination of: B1, B7, B28, B10, B26, B17, B19, B20, B32, B22			

* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:
			B
Criteria by Goal	Measure	R a n k	Route 12
Safety Goal			
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes
Mobility Goal			
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes
Economic Development Goal			
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes
Community and Environmental Goal			
Minimize Residential Displacements	# of Residents	#	15
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	584
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+
Minimize Impacts to Wetlands	Acres	#	4
Minimize Impacts to 100-yr Floodplains	Acres	#	17
Minimize Impacts to Sensitive Archeological Areas	Acres	#	322
Minimize Noise Impacts to Sensitive Receivers	Each	#	36
Minimize Impacts to Schools	Potential Impacts	-,+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+
Avoid Impacts to Historic Resources	Displacements	-,+	-
Avoid Impacts to Landfill	Impacts	-,+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	6
Minimize Impacts to Commercial Properties	# Properties	#	3
Avoids Planned Capital Improvement Projects	Each	-,0,+	+
Minimize Impacts to Major Utility Features	Each	-,0,+	+
Minimize Impacts to Civic Organizations	Each	-,0,+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	-
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	304
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	770
Engineering Goal			
Affords Potential River Crossings	Design parameter	no, yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes
Cost Effectiveness Goal***			
Notes			
This alternative is a combination of: B1, B7, B28, B10, B26, B17, B19, B20, B21			
ROUTE B12 WAS ELIMINATED BECAUSE IT INCLUDED ALTERNATIVE B21 AND B21 IMPACTS A HISTORIC RESOURCE, THE DAS			
* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.			
** Study Recommendation Route			
*** Costs will be determined during future planning and environmental studies.			

SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:
			B
Criteria by Goal	Measure	Rank	Route 13
Safety Goal			
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes
Mobility Goal			
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes
Economic Development Goal			
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes
Community and Environmental Goal			
Minimize Residential Displacements	# of Residents	#	15
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	560
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+
Minimize Impacts to Wetlands	Acres	#	3
Minimize Impacts to 100-yr Floodplains	Acres	#	15
Minimize Impacts to Sensitive Archeological Areas	Acres	#	309
Minimize Noise Impacts to Sensitive Receivers	Each	#	37
Minimize Impacts to Schools	Potential Impacts	-,+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+
Avoid Impacts to Historic Resources	Displacements	-,+	+
Avoid Impacts to Landfill	Impacts	-,+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	7
Minimize Impacts to Commercial Properties	# Properties	#	0
Avoids Planned Capital Improvement Projects	Each	-,0,+	+
Minimize Impacts to Major Utility Features	Each	-,0,+	+
Minimize Impacts to Civic Organizations	Each	-,0,+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	-
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	262
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	781
Engineering Goal			
Affords Potential River Crossings	Design parameter	no, yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes
Cost Effectiveness Goal***			
Notes			
This alternative is a combination of: B1, B7, B28, B10, B25, B14, B19, B20, B32, B22			

* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:
			B
Criteria by Goal	Measure	Rank	Route 14
Safety Goal			
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes
Mobility Goal			
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes
Economic Development Goal			
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes
Community and Environmental Goal			
Minimize Residential Displacements	# of Residents	#	16
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	566
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+
Minimize Impacts to Wetlands	Acres	#	3
Minimize Impacts to 100-yr Floodplains	Acres	#	15
Minimize Impacts to Sensitive Archeological Areas	Acres	#	309
Minimize Noise Impacts to Sensitive Receivers	Each	#	38
Minimize Impacts to Schools	Potential Impacts	-,+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+
Avoid Impacts to Historic Resources	Displacements	-,+	-
Avoid Impacts to Landfill	Impacts	-,+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	6
Minimize Impacts to Commercial Properties	# Properties	#	1
Avoids Planned Capital Improvement Projects	Each	-,0,+	+
Minimize Impacts to Major Utility Features	Each	-,0,+	+
Minimize Impacts to Civic Organizations	Each	-,0,+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	-
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	294
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	767
Engineering Goal			
Affords Potential River Crossings	Design parameter	no, yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes
Cost Effectiveness Goal***			
Notes			
This alternative is a combination of: B1, B7, B28, B10, B25, B14, B19, B20, B21 ROUTE B14 WAS ELIMINATED BECAUSE IT INCLUDED ALTERNATIVE B21 AND B21 IMPACTS A HISTORIC RESOURCE, THE DAS			
* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.			

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

SHORT LIST OF OPTIONS SCREENING MATRIX

		Options:		B
Criteria by Goal		Measure	R a n k	Route 15**
Safety Goal				
Provides a Crossing at Guadalupe River	Assessment	no, yes		Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes		Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes		Yes
Mobility Goal				
Provides Relief Route for Congested Areas	Assessment	no, yes		Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes		Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes		Yes
Economic Development Goal				
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes		Yes
Community and Environmental Goal				
Minimize Residential Displacements	# of Residents	#		9
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#		675
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+		+
Minimize Impacts to Wetlands	Acres	#		3
Minimize Impacts to 100-yr Floodplains	Acres	#		15
Minimize Impacts to Sensitive Archeological Areas	Acres	#		302
Minimize Noise Impacts to Sensitive Receivers	Each	#		25
Minimize Impacts to Schools	Potential Impacts	-,+		+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+		+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+		+
Avoid Impacts to Historic Resources	Displacements	-,+		+
Avoid Impacts to Landfill	Impacts	-,+		+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#		11
Minimize Impacts to Commercial Properties	# Properties	#		3
Avoids Planned Capital Improvement Projects	Each	-,0,+		+
Minimize Impacts to Major Utility Features	Each	-,0,+		+
Minimize Impacts to Civic Organizations	Each	-,0,+		+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+		+
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+		+
Minimize Impacts to Prime or Unique Farmlands	Acres	#		0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#		327
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#		758
Engineering Goal				
Affords Potential River Crossings	Design parameter	no, yes		Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes		Yes
Cost Effectiveness Goal***				
Notes				
This alternative is a combination of: B23, B29, B8, B15, B31, B22				
ROUTE B15 IS THE STUDY RECOMMENDATION BECAUSE IT HAS THE LEAST RESIDENTIAL DISPLACEMENTS.				
* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.				
** Study Recommendation Route				
*** Costs will be determined during future planning and environmental studies.				

SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:
			B
Criteria by Goal	Measure	Rank	Route 16
Safety Goal			
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes
Mobility Goal			
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes
Economic Development Goal			
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes
Community and Environmental Goal			
Minimize Residential Displacements	# of Residents	#	10
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	674
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+
Minimize Impacts to Wetlands	Acres	#	3
Minimize Impacts to 100-yr Floodplains	Acres	#	15
Minimize Impacts to Sensitive Archeological Areas	Acres	#	281
Minimize Noise Impacts to Sensitive Receivers	Each	#	27
Minimize Impacts to Schools	Potential Impacts	-,+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+
Avoid Impacts to Historic Resources	Displacements	-,+	+
Avoid Impacts to Landfill	Impacts	-,+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	10
Minimize Impacts to Commercial Properties	# Properties	#	3
Avoids Planned Capital Improvement Projects	Each	-,0,+	+
Minimize Impacts to Major Utility Features	Each	-,0,+	+
Minimize Impacts to Civic Organizations	Each	-,0,+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	+
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	327
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	765
Engineering Goal			
Affords Potential River Crossings	Design parameter	no, yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes
Cost Effectiveness Goal***			
Notes			
This alternative is a combination of: B23, B29, B8, B15, B33, B20, B32, B22			

* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:
			B
Criteria by Goal	Measure	Rank	Route 17
Safety Goal			
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes
Mobility Goal			
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes
Economic Development Goal			
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes
Community and Environmental Goal			
Minimize Residential Displacements	# of Residents	#	11
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	680
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+
Minimize Impacts to Wetlands	Acres	#	3
Minimize Impacts to 100-yr Floodplains	Acres	#	15
Minimize Impacts to Sensitive Archeological Areas	Acres	#	281
Minimize Noise Impacts to Sensitive Receivers	Each	#	28
Minimize Impacts to Schools	Potential Impacts	-,+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+
Avoid Impacts to Historic Resources	Displacements	-,+	-
Avoid Impacts to Landfill	Impacts	-,+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	8
Minimize Impacts to Commercial Properties	# Properties	#	4
Avoids Planned Capital Improvement Projects	Each	-,0,+	+
Minimize Impacts to Major Utility Features	Each	-,0,+	+
Minimize Impacts to Civic Organizations	Each	-,0,+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	+
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	360
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	751
Engineering Goal			
Affords Potential River Crossings	Design parameter	no, yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes
Cost Effectiveness Goal***			
Notes			

This alternative is a combination of: B23, B29, B8, B15, B33, B20, B21

ROUTE B17 WAS ELIMINATED BECAUSE IT INCLUDED ALTERNATIVE B21 AND B21 IMPACTS A HISTORIC RESOURCE, THE DAS

* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:	B
Criteria by Goal	Measure	Rank	Route 18	
Safety Goal				
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes	
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes	
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes	
Mobility Goal				
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes	
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes	
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes	
Economic Development Goal				
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes	
Community and Environmental Goal				
Minimize Residential Displacements	# of Residents	#	10	
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	653	
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+	
Minimize Impacts to Wetlands	Acres	#	3	
Minimize Impacts to 100-yr Floodplains	Acres	#	14	
Minimize Impacts to Sensitive Archeological Areas	Acres	#	263	
Minimize Noise Impacts to Sensitive Receivers	Each	#	28	
Minimize Impacts to Schools	Potential Impacts	-,+	+	
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+	
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+	
Avoid Impacts to Historic Resources	Displacements	-,+	+	
Avoid Impacts to Landfill	Impacts	-,+	+	
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	11	
Minimize Impacts to Commercial Properties	# Properties	#	3	
Avoids Planned Capital Improvement Projects	Each	-,0,+	+	
Minimize Impacts to Major Utility Features	Each	-,0,+	+	
Minimize Impacts to Civic Organizations	Each	-,0,+	+	
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	+	
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+	
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0	
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	278	
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	747	
Engineering Goal				
Affords Potential River Crossings	Design parameter	no, yes	Yes	
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes	
Cost Effectiveness Goal***				
Notes				
This alternative is a combination of: B23, B30, B28, B11, B15, B31, B22				

* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:
			B
Criteria by Goal	Measure	Rank	Route 19
Safety Goal			
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes
Mobility Goal			
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes
Economic Development Goal			
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes
Community and Environmental Goal			
Minimize Residential Displacements	# of Residents	#	11
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	651
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+
Minimize Impacts to Wetlands	Acres	#	3
Minimize Impacts to 100-yr Floodplains	Acres	#	14
Minimize Impacts to Sensitive Archeological Areas	Acres	#	242
Minimize Noise Impacts to Sensitive Receivers	Each	#	30
Minimize Impacts to Schools	Potential Impacts	-,+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+
Avoid Impacts to Historic Resources	Displacements	-,+	+
Avoid Impacts to Landfill	Impacts	-,+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	10
Minimize Impacts to Commercial Properties	# Properties	#	3
Avoids Planned Capital Improvement Projects	Each	-,0,+	+
Minimize Impacts to Major Utility Features	Each	-,0,+	+
Minimize Impacts to Civic Organizations	Each	-,0,+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	+
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	278
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	753
Engineering Goal			
Affords Potential River Crossings	Design parameter	no, yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes
Cost Effectiveness Goal***			
Notes			
This alternative is a combination of: B23, B30, B28, B11, B15, B33, B20, B32, B22			

* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

SHORT LIST OF OPTIONS SCREENING MATRIX

			Options:
			B
Criteria by Goal	Measure	R a n k	Route 20
Safety Goal			
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes
Mobility Goal			
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes
Economic Development Goal			
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes
Community and Environmental Goal			
Minimize Residential Displacements	# of Residents	#	12
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	658
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+
Minimize Impacts to Wetlands	Acres	#	3
Minimize Impacts to 100-yr Floodplains	Acres	#	14
Minimize Impacts to Sensitive Archeological Areas	Acres	#	242
Minimize Noise Impacts to Sensitive Receivers	Each	#	31
Minimize Impacts to Schools	Potential Impacts	-,+	+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+
Avoid Impacts to Historic Resources	Displacements	-,+	-
Avoid Impacts to Landfill	Impacts	-,+	+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	9
Minimize Impacts to Commercial Properties	# Properties	#	4
Avoids Planned Capital Improvement Projects	Each	-,0,+	+
Minimize Impacts to Major Utility Features	Each	-,0,+	+
Minimize Impacts to Civic Organizations	Each	-,0,+	+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	+
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+
Minimize Impacts to Prime or Unique Farmlands	Acres	#	0
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	311
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	739
Engineering Goal			
Affords Potential River Crossings	Design parameter	no, yes	Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes
Cost Effectiveness Goal***			
Notes			
This alternative is a combination of: B23, B30, B28, B11, B15, B33, B20, B21			
ROUTE B20 WAS ELIMINATED BECAUSE IT INCLUDED ALTERNATIVE B21 AND B21 IMPACTS A HISTORIC RESOURCE, THE DAS			
* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.			
** Study Recommendation Route			
*** Costs will be determined during future planning and environmental studies.			

SHORT LIST OF OPTIONS SCREENING MATRIX

		Option:		C
Criteria by Goal		Measure	R a n k	Route 1
Safety Goal				
Provides a Crossing at Guadalupe River	Assessment	no, yes		Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes		Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes		Yes
Mobility Goal				
Provides Relief Route for Congested Areas	Assessment	no, yes		Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes		Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes		Yes
Economic Development Goal				
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes		Yes
Community and Environmental Goal				
Minimize Residential Displacements	# of Residents	#		2
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#		365
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+		+
Minimize Impacts to Wetlands	Acres	#		1
Minimize Impacts to 100-yr Floodplains	Acres	#		0
Minimize Impacts to Sensitive Archeological Areas	Acres	#		46
Minimize Noise Impacts to Sensitive Receivers	Each	#		19
Minimize Impacts to Schools	Potential Impacts	-,+		+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+		+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+		+
Avoid Impacts to Historic Resources	Displacements	-,+		+
Avoid Impacts to Landfill	Impacts	-,+		+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#		4
Minimize Impacts to Commercial Properties	# Properties	#		0
Avoids Planned Capital Improvement Projects	Each	-,0,+		+
Minimize Impacts to Major Utility Features	Each	-,0,+		+
Minimize Impacts to Civic Organizations	Each	-,0,+		+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+		-
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+		+
Minimize Impacts to Prime or Unique Farmlands	Acres	#		71
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#		47
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#		56
Engineering Goal				
Affords Potential River Crossings	Design parameter	no, yes		Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes		Yes
Cost Effectiveness Goal***				
Notes				
This alternative is a combination of: C1, C5, C16				

* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.

** Study Recommendation Route

*** Costs will be determined during future planning and environmental studies.

SHORT LIST OF OPTIONS SCREENING MATRIX

		Option:		C
Criteria by Goal		Measure	Rank	Route 2**
Safety Goal				
Provides a Crossing at Guadalupe River	Assessment	no, yes		Yes
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes		Yes
Accommodates Bicycles and Pedestrians	Assessment	no, yes		Yes
Mobility Goal				
Provides Relief Route for Congested Areas	Assessment	no, yes		Yes
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes		Yes
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes		Yes
Economic Development Goal				
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes		Yes
Community and Environmental Goal				
Minimize Residential Displacements	# of Residents	#		1
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#		361
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+		+
Minimize Impacts to Wetlands	Acres	#		1
Minimize Impacts to 100-yr Floodplains	Acres	#		0
Minimize Impacts to Sensitive Archeological Areas	Acres	#		46
Minimize Noise Impacts to Sensitive Receivers	Each	#		19
Minimize Impacts to Schools	Potential Impacts	-,+		+
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+		+
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+		+
Avoid Impacts to Historic Resources	Displacements	-,+		+
Avoid Impacts to Landfill	Impacts	-,+		+
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#		3
Minimize Impacts to Commercial Properties	# Properties	#		0
Avoids Planned Capital Improvement Projects	Each	-,0,+		+
Minimize Impacts to Major Utility Features	Each	-,0,+		+
Minimize Impacts to Civic Organizations	Each	-,0,+		+
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+		-
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+		+
Minimize Impacts to Prime or Unique Farmlands	Acres	#		73
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#		47
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#		60
Engineering Goal				
Affords Potential River Crossings	Design parameter	no, yes		Yes
Conforms to AASHTO Design Criteria	Design parameter	no, yes		Yes
Cost Effectiveness Goal***				
Notes				
This alternative is a combination of: C1, C5, C15				
ROUTE C2 IS THE STUDY RECOMMENDATION BECAUSE IT HAS THE LEAST RESIDENTIAL DISPLACEMENTS.				
* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.				
** Study Recommendation Route				
*** Costs will be determined during future planning and environmental studies.				

SHORT LIST OF OPTIONS SCREENING MATRIX

			Option:	C
Criteria by Goal	Measure	R a n k	Route 3	
Safety Goal				
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes	
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes	
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes	
Mobility Goal				
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes	
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes	
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes	
Economic Development Goal				
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes	
Community and Environmental Goal				
Minimize Residential Displacements	# of Residents	#	1	
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	363	
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+	
Minimize Impacts to Wetlands	Acres	#	1	
Minimize Impacts to 100-yr Floodplains	Acres	#	0	
Minimize Impacts to Sensitive Archeological Areas	Acres	#	46	
Minimize Noise Impacts to Sensitive Receivers	Each	#	19	
Minimize Impacts to Schools	Potential Impacts	-,+	+	
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+	
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+	
Avoid Impacts to Historic Resources	Displacements	-,+	+	
Avoid Impacts to Landfill	Impacts	-,+	+	
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	4	
Minimize Impacts to Commercial Properties	# Properties	#	0	
Avoids Planned Capital Improvement Projects	Each	-,0,+	+	
Minimize Impacts to Major Utility Features	Each	-,0,+	+	
Minimize Impacts to Civic Organizations	Each	-,0,+	+	
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	-	
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+	
Minimize Impacts to Prime or Unique Farmlands	Acres	#	69	
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	50	
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	6	
Engineering Goal				
Affords Potential River Crossings	Design parameter	no, yes	Yes	
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes	
Cost Effectiveness Goal***				
Notes				
This alternative is a combination of: C2, C5, C16				
ROUTE C3 WAS ELIMINATED BECAUSE IT WAS CONNECTED TO ALTERNATIVE B21 AND B21 IMPACTS A HISTORIC RESOURCE.				
* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.				
** Study Recommendation Route				
*** Costs will be determined during future planning and environmental studies.				

SHORT LIST OF OPTIONS SCREENING MATRIX

			Option:	C
Criteria by Goal	Measure	Rank	Route 4	
Safety Goal				
Provides a Crossing at Guadalupe River	Assessment	no, yes	Yes	
Reduces Public Safety Delays (police, fire, EMS)	Assessment	no, yes	Yes	
Accommodates Bicycles and Pedestrians	Assessment	no, yes	Yes	
Mobility Goal				
Provides Relief Route for Congested Areas	Assessment	no, yes	Yes	
Offers Long-Term Expansion Potential for Future Needs	Assessment	no, yes	Yes	
Minimizes Impacts to Existing Interchanges Along IH 35	Assessment	no, yes	Yes	
Economic Development Goal				
Avoid Impacts to Future Airport Expansion	Avoids Impacts	no, yes	Yes	
Community and Environmental Goal				
Minimize Residential Displacements	# of Residents	#	2	
Minimize Impacts to Vegetation/Wildlife Habitat	Acres	#	362	
Minimize Impacts to Hazardous Material Sites	# HazMat Sites	-,0,+	+	
Minimize Impacts to Wetlands	Acres	#	0	
Minimize Impacts to 100-yr Floodplains	Acres	#	0	
Minimize Impacts to Sensitive Archeological Areas	Acres	#	46	
Minimize Noise Impacts to Sensitive Receivers	Each	#	18	
Minimize Impacts to Schools	Potential Impacts	-,+	+	
Avoid Cemeteries and Prehistoric Burial Sites	Impacts	-,+	+	
Avoid Impacts to Parks/Recreational Facilities	Impacts	-,+	+	
Avoid Impacts to Historic Resources	Displacements	-,+	+	
Avoid Impacts to Landfill	Impacts	-,+	+	
Minimize Impacts to Farmlands/Ranchlands	Splits to Large Parcels	#	3	
Minimize Impacts to Commercial Properties	# Properties	#	0	
Avoids Planned Capital Improvement Projects	Each	-,0,+	+	
Minimize Impacts to Major Utility Features	Each	-,0,+	+	
Minimize Impacts to Civic Organizations	Each	-,0,+	+	
Minimize Impacts Potential Environmental Justice Areas	Potential Impact	-,0,+	-	
Minimize Impacts to Faith-Based Organizations	Potential Impact	-,0,+	+	
Minimize Impacts to Prime or Unique Farmlands	Acres	#	69	
Minimize Impacts to Potential Golden-cheeked Warbler Habitat	Acres	#	50	
Minimize Impacts to Potential Sensitive Geologic Areas	Acres	#	6	
Engineering Goal				
Affords Potential River Crossings	Design parameter	no, yes	Yes	
Conforms to AASHTO Design Criteria	Design parameter	no, yes	Yes	
Cost Effectiveness Goal***				
Notes				
This alternative is a combination of: C2, C5, C15				
ROUTE C4 WAS ELIMINATED BECAUSE IT WAS CONNECTED TO ALTERNATIVE B21 AND B21 IMPACTS A HISTORIC RESOURCE.				
* The "No Build" option is not eliminated and is to remain an option throughout this study and any subsequent screening and environmental studies.				
** Study Recommendation Route				
*** Costs will be determined during future planning and environmental studies.				