SEGMENT 4
FROM COTTONWOOD TO NORTH WILSON STREET

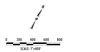
← BRYAN

MADISONVILLE →

ALTERNATIVE 4A

ALTERNATIVE 4B

ALTERNATIVE 4C



ALTERNATIVE FEATURES AND POTENTIAL IMPACTS		SEGMENT 4 - VIABLE ALIGNMENTS From Cottonwood to Project Limits			
		Alignments are subject to future refinements			
See the notes for an explanation of the terms and basis for impacts used in this table. ➔	Note #	No-Build	4A	4B	4C
ENGINEERING / DESIGN FEATURES					
Alignment Length (miles)	1	5.1	5.1	5.1	5.1
Length on Grade (miles)	2	5.1	4.8	4.8	4.8
Length on Wall (miles)	3	0.0	0.0	0.0	0.0
Length on Structure (miles)	4	0.0	0.2	0.2	0.2
Length along Existing Route (miles)	5	5.1	5.1	5.1	5.1
Length on New Location (miles)	6	0.0	0.0	0.0	0.0
Estimated Proposed ROW Need (ac)	7	0.0	69.6	75.4	71.6
COMMUNITY AND SOCIO-ECONOMIC IMPACTS					
# of Displaced Residences	8		10	13	8
# of Displaced Commercial / Industrial / Offices	9		4	4	3
# of Displaced Barns/Sheds/Detached Garages	10		5	4	2
# of Property Owners Impacted	11		79	41	47
# of Displaced Churches	12		0	0	0
# of Potentially Historic Property/Landmark Impacts	13		1	0	0
# of Displaced Tower Structures	14		0	0	0
Proposed ROW Impact to Public School Properties (ac)	15		0	0	0
Proposed ROW Impact to Parks (ac)	16		0	0	0
Proposed ROW Impact to Cemeteries (ac)	17		0	0	0
ENVIRONMENTAL IMPACTS					
# Creek / Tributary Crossings	18		3	3	3
Proposed ROW Impact within 100 YR Floodplain (ac)	19		0	0	0
Proposed ROW Impact to Open Waters (Ponds & Lakes (ac)	20		0	0	0.1
Proposed ROW Impact to Wetlands (ac)	21		0	0	0
Proposed ROW Impact to Forested Areas (ac)	22		10.3	7.1	6.8
OTHER IMPACTS					
Effect on Regional Mobility	23	O	+	+	+
Effect on Local Access	24	O			
Construction Difficulty or Disruption	25	O		O	
Public Acceptance	26	TBD	TBD	TBD	TBD
PROJECT COSTS (IN $ MILLIONS)					
Estimated Construction Costs ($M)	27		$ 27.5	$ 22.6	$ 27.5
Estimated Right-of-Way Costs ($M)	28		$ 3.0	$ 2.8	$ 1.9
Estimated Utility Costs ($M)	29		$ 1.8	$ 1.3	$ 1.8
Engineering, Surveying, Geotech & Inspection at 18% ($M)	30		$ 4.9	$ 4.2	$ 5.0
Estimated Total Costs ($M)	31		$ 37.2	$ 30.9	$ 36.2

FAVORABLE EVALUATION MEASURE

LESS-FAVORABLE EVALUATION MEASURE

LEGEND				
Major Negative Effect	Some Negative Effect	No Effect, Neutral	Some Positive Effect	Major Positive Effect
- -	-	O	+	+ +

LEGEND

- BUSINESS
- RESIDENCE
- BARN, STORAGE
- CHURCH
- OIL / GAS WELL
- WATER WELL
- HISTORIC MARKER
- TOWER STRUCTURE
- SCHOOL
- ELECTRIC TRANSMISSION
- CEMETARY
- WETLAND
- FLOODPLAIN
- PROPERTY LINE
- EXISTING R.O.W.
- PROPOSED R.O.W.
- RAILROAD
- PROPOSED PAVEMENT

NOTES:

1. Median openings and roadway connections are to be determined.
2. The aerial images shown are for visualization purposes only. These aerial images include a project aerial developed by Dallas Aerial Surveying in 2015 and an overall aerial image received from the Texas National Resources Information Systems (TNRIS) in 2014.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 USC 327 y un Memorando de Entendimiento fechado el 16 de diciembre del 2014, y ejecutado por la FHWA y el TxDOT.

PRELIMINARY DRAFT

THIS PRINT IS FURNISHED FOR INFORMATION ONLY. THE DATA SHOWN HEREON MAY CHANGE AND MUST NOT BE CONSTRUED AS FINAL.

PRELIMINARY
FOR INTERIM REVIEW ONLY

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