

SL 195 Extension and Connector Engineering, Traffic and Environmental Evaluation Matrix

| Evaluation Factors* | Planning Scenario 1 | Planning Scenario 2 | Planning Scenario 3 | Planning Scenario 4 | Planning Scenario 5 | Planning Scenario 6 | Planning Scenario 7 | Planning Scenario 8 | Planning Scenario 9 |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | North Extension | | | Central Extension | | | South Extension | | |
| | North Connector | Central Connector | South Connector | North Connector | Central Connector | South Connector | North Connector | Central Connector | South Connector |
| Engineering Factors | | | | | | | | | |
| Total Travel Distance (mi) | 58.0 | 57.8 | 59.2 | 56.1 | 55.9 | 57.3 | 56.2 | 56.0 | 57.4 |
| Proposed New Right of Way (acres) | 3,096 | 3,128 | 3,204 | 2,999 | 3,031 | 3,108 | 3,097 | 3,129 | 3,206 |
| Estimated Construction Cost (\$2025) | \$2.07 B | \$2.07 B | \$2.12 B | \$2.12 B | \$2.11 B | \$2.16 B | \$2.31 B | \$2.31 B | \$2.36 B |
| Estimated Right-of-Way Costs (\$2025) | \$116.7 M | \$114.3 M | \$122.1 M | \$105.4 M | \$103.1 M | \$112.2 M | \$95.4 M | \$95.3 M | \$109.7 M |
| Estimated Utility Relocation Costs (\$2025) | \$123.7 M | \$125.0 M | \$125.9 M | \$135.5 M | \$136.9 M | \$137.8 M | \$74.2 M | \$75.6 M | \$76.5 M |
| Total Estimated Costs (\$2025) | \$2.31 B | \$2.31 B | \$2.37 B | \$2.36 B | \$2.35 B | \$2.41 B | \$2.48 B | \$2.48 B | \$2.55 B |
| Traffic Performance Measures | | | | | | | | | |
| Annual Vehicle Miles Traveled (millions of miles)** | 345 | 342 | 268 | 348 | 344 | 267 | 390 | 406 | 327 |
| Travel Time Savings (min)*** | 20.4 | 19.8 | 17.9 | 22.4 | 21.8 | 20.6 | 18.4 | 17.8 | 16.7 |
| Traffic Diversion Percentage from US 83 (%) | 6.3% | 6.5% | 2.3% | 10.1% | 10.4% | 5.0% | 10.9% | 12.9% | 6.3% |
| Traffic Diversion Percentage from I-2 (%)**** | Less than 1% | | | | | | | | |
| Truck Percentage (%) | 6.3% | 5.9% | 6.7% | 6.5% | 6.3% | 6.4% | 6.2% | 5.8% | 6.6% |
| Utilities Present within the Right of Way | | | | | | | | | |
| Pipelines (feet) | 95,972 | 97,109 | 97,887 | 146,181 | 147,317 | 148,096 | 99,288 | 100,424 | 101,203 |
| Pipeline Crossings (count) | 60 | 63 | 63 | 96 | 99 | 99 | 76 | 79 | 79 |
| Active or Permitted Oil & Gas Wells (count) | 14 | 13 | 12 | 15 | 14 | 13 | 10 | 9 | 8 |
| Potential Environmental Features within the Proposed Right of Way | | | | | | | | | |
| Residential Displacements (count) | 21 | 19 | 24 | 23 | 21 | 26 | 17 | 15 | 20 |
| Commercial Displacements (count) | 11 | 11 | 11 | 10 | 10 | 10 | 4 | 4 | 4 |
| Total Displacements (count) | 32 | 30 | 35 | 33 | 31 | 36 | 21 | 19 | 24 |
| National Wetlands Inventory (NWI) (acres)***** | 2 | 3 | 2 | 7 | 8 | 7 | 5 | 6 | 5 |
| 100-Year Floodplain (acres)***** | 177 | 176 | 191 | 201 | 201 | 216 | 193 | 192 | 207 |
| Streams (feet) | 4,367 | 4,896 | 5,887 | 11,495 | 12,024 | 13,015 | 2,896 | 3,425 | 4,416 |
| Open Water (acres) | 5 | 5 | 5 | 6 | 6 | 6 | 7 | 7 | 7 |
| Hazmat Site (Landfill, Superfund, Permitted)(count) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

*All evaluation factor values were computed for the Ultimate Phase.

**Annual vehicle miles traveled is an indicator of the total mileage that vehicles will travel along a Planning Scenario in one year.

***2060 travel time savings between north of Edinburg and Rio Grande City with and without the Planning Scenario

****Each planning scenario would function in tandem with the planned future Hidalgo Loop, which is included as part of the study area's 2060 planned baseline roadway network, that together are forecasted to divert xx% of the traffic from I-2.

*****Assume bridging over the resource (cost of structure included in total estimated construction cost)

SL 195 Extension and Connector Safety Performance Measure Evaluation Matrix

Predicted Annual Crash Frequency Percent Change (2060) Along US 83 and I-2 within the Study Area

| Route | Planning Scenario 1 | Planning Scenario 2 | Planning Scenario 3 | Planning Scenario 4 | Planning Scenario 5 | Planning Scenario 6 | Planning Scenario 7 | Planning Scenario 8 | Planning Scenario 9 |
|---------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | North Extension | | | Central Extension | | | South Extension | | |
| | North Connector | Central Connector | South Connector | North Connector | Central Connector | South Connector | North Connector | Central Connector | South Connector |
| US 83 * | -27% | -27% | -11% | -32% | -33% | -15% | -29% | -34% | -14% |
| I-2 | -1% | -1% | -1% | 0% | 0% | -1% | 0% | 0% | 0% |

*The US 83 La Joya Relief Route was not included in the safety performance measure evaluation because crash data since its completion in 2024 was not yet available at the time of this study.