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Conceptual Options				Engineering Analysis					ROW Analysis				Environmental Impact Analysis Land Use							Environmental Impact Analysis Wetlands/Waters of the U.S./Water Quality						Environmental Impact Analysis Vegetation										Environmental Impact Hazardous Materials			Environmental Impact Analysis Cultural Resources				Environmental Impact Analysis T&E Species						Environmental Impact Analysis Community Impacts*			
				Constructability (Higher is better) 5 pts max	Safety (Higher is better) 5 pts max	Utilities (Higher is better) 5 pts max	Estimated Construction Cost (Higher is better) 5 pts max	Additional Structures (Higher is better) 5 pts max	Additional Area (Acres)	Residential Relocations (no.)	Commercial Displacements (no.)	Estimated ROW Cost (millions)	Noise Receivers within 150' (no.)	Places of Worship (no.)	Schools (no.)	Public (no.)	Utilities (no.)	Parks (no.)	Cemeteries (no.)	Water of U.S. crossings within ROW (linear feet)	Stream Crossings (no.)	NWI Wetland Polygons (acres)	Ponds (no.)	Ponds (acres)	Floodplains within ROW (acres)	Cropland (acres)	Grazing Land (acres)	Juniper Savannah (acres)	Live Oak Rangeland (acres)	Mesquite Rangeland (acres)	Mixed Woodland (acres)	Pasture (acres)	Prickly Pear Rangeland (acres)	Riparian Woodland (acres)	Undeveloped (acres)	Oil and Gas Wells (number)	Superfund, National Priorities List, Leaking Petroleum Storage Tanks (number)	Other Potential Hazardous Material Sites (number)	Documented Archeological Sites (number)	Historic Aged Properties (number)	NRHP Properties - Listed or Eligible (number)	Potential Section 4(f) Sites Identified (number)	* Karst Features (number affected)	* Additional Karst Features within 150' of ROW (number affected)	*** Bone Cave Harvestman Occurances (number)	Black-capped vireo Habitat (acres affected)	Golden Cheeked Warbler Habitat (acres affected)	GCW Habitat (acres within 300' of ROW)	Community Impacts	Accessibility	Economic Impact	Environmental Justice Impacts
SEGMENT 1	EXISTING CENTERLINE ALTERNATIVES	Segment 1 - SH29 Burnet County Line to Ronald Reagan Blvd	North Shift Centerline	4	5	1	3	3	384	14	68	$ 28.8	10	0	0	1 (City of Liberty Hill Justice Center)	0	0	0	8288	20	0.1	0	0.0	3.3	10.1	0.0	4.0	13.9	0.0	112.6	99.9	0.0	1.5	28.2	0	0	14	4	5	2 (Bryson Stage Coach Stop, Manuel Flores Centennial Marker)	2 (Bryson Stage Coach Stop, Manuel Flores Centennial Marker)	0	0	0	0.0	12.8	45.3	No neighborhoods would be bisected. May induce commercial and residential development. Visual impacts for approximately 15 residences. No impacts to parks. Resurrection Life would be displaced. Accessibility to Burden Elementary School may be improved.	Easily accessible to residents who live on the north and south sides of Liberty Hill. Would not create barrier since barrier (existing SH 29) already exists. May increase residents' travel times depending on interchange locations. Increased mobility for emergency service providers and through-travelers.	Short term economic benefits during construction. Displacement of 82 businesses in the vicinity of Liberty Hill.	Every census block has at least 79% white, non-Hispanic population, except for one (Block 2093, Block Group 2, Census Tract 201.03), which is 50% white and 50% some other race (pop: 2 people).
			Existing Centerline	3	5	1	2	3	376	14	72	$ 34.1	24	1 (First Baptist Church)	0	1 (City of Liberty Hill Justice Center)	1 (Liberty Hill Water Tower)	0	2 (Liberty Hill Cemetery, Smith Family Cemetery)	6271	17	0.1	0	0.0	3.1	4.2	5.8	9.3	8.0	3.2	100.1	97.8	0.0	1.8	24.7	0	0	18	3	13	4 (Bryson Stage Coach Stop, Manuel Flores Centennial Marker, Liberty Hill Cemetery, 17733 SH 29)	4 (Bryson Stage Coach Stop, Manuel Flores Centennial Marker, Liberty Hill Cemetery, 17733 SH 29)	0	0	0	0.0	10.4	43.1	No neighborhoods would be bisected. May induce commercial and residential development. Visual impacts for approximately 44 residences. No impacts to parks. First Baptist Church would be impacted, as would the Smith Family Cemetery and the Liberty Hill Cemetery. Accessibility to Burden Elementary School may be improved.	Easily accessible to residents who live on the north and south sides of Liberty Hill. Would not create barrier since barrier (existing SH 29) already exists. May increase residents' travel times depending on interchange locations. Increased mobility for emergency service providers and through-travelers.	Short term economic benefits during construction. Displacement of 103 businesses in the vicinity of Liberty Hill.	Every census block has at least 83% white, non-Hispanic population, except for three. One is 100% two or more races (population: 4 people), one is 50% white and 50% some other race (pop: 2) and one is 40% white and 60% some other race (pop: 5).
			Combo Centerline	2	5	1	1	3	380	15	56	$ 22.9	10	0	0	1 (City of Liberty Hill Justice Center)	0	0	0	6126	18	0.1	0	0.0	2.6	0.0	12.7	20.8	3.5	3.5	102.0	117.3	0.0	2.0	38.9	0	0	6	1	6	2 (Bryson Stage Coach Stop, 17733 SH 29)	2 (Bryson Stage Coach Stop, 17733 SH 29)	0	0	0	0.0	7.5	22.2	No neighborhoods would be bisected. May induce commercial and residential development. Visual impacts for approximately 8 residences. No impacts to parks. Resurrection Life would be displaced. Accessibility to Burden Elementary School may be improved.	Easily accessible to residents who live on the north and south sides of Liberty Hill. Would not create barrier since barrier (existing SH 29) already exists. May increase residents' travel times depending on interchange locations. Increased mobility for emergency service providers and through-travelers.	Short term economic benefits during construction. Displacement of 40 businesses in the vicinity of Liberty Hill.	Every census block has at least 86% white, non-Hispanic population, except for three, two of which are 100% two or more races (population: 1 person and 4 people, respectively) and one is 40% white and 60% some other race (pop: 5 people).
			South Shift Centerline	4	5	2	3	3	385	15	51	$ 24.9	18	1 (First Baptist Church)	0	1 (Liberty Hill ISD Admin Bldg)	1 (Liberty Hill Water Tower)	0	2 (Liberty Hill Cemetery, Smith Family Cemetery)	6109	18	0.2	0	0.0	2.6	0.0	12.7	16.7	4.0	6.0	103.0	120.3	0.0	2.6	31.8	0	0	11	1	10	3 (1919 Loop 332, Liberty Hill Cemetery, 17733 SH 29)	3 (1919 Loop 332, Liberty Hill Cemetery, 17733 SH 29)	0	0	0	0.0	11.9	30.3	No neighborhoods would be bisected. May induce commercial and residential development. Visual impacts for approximately 20 residences. No impacts to parks. First Baptist Church would be impacted, as would the Smith Family Cemetery and the Liberty Hill Cemetery. Accessibility to Burden Elementary School may be improved.	Easily accessible to residents who live on the north and south sides of Liberty Hill. Would not create barrier since barrier (existing SH 29) already exists. May increase residents' travel times depending on interchange locations. Increased mobility for emergency service providers and through-travelers.	Short term economic benefits during construction. Displacement of 53 businesses in the vicinity of Liberty Hill.	Every census block has at least 83% white, non-Hispanic population, except for two (Block 3014, Block Group 3, Census Tract 203.01 and Block 3015, Block Group 3, Census Tract 203.01), which are 100% two or more races (pop: 1 person and 4 people, respectively).
	NEW LOCATION ALTERNATIVES	Segment 1A (Burnet/Williamson CL to FM 1869)	North/West Option 1	5	5	5	1	2	385	9	0	$ 5.9	3	0	0	0	0	0	0	6279	10	0.0	2	0.6	2.6	0.0	0.0	25.2	0.0	0.0	46.1	282.1	0.0	1.9	0.0	0	0	0	0	2	0	0	0	0	0	0.0	46.6	103.8	Bisects residential area north of San Gabriel Ranch Rd. and CR 214. May induce commercial and residential development. Visual impacts to approximately 30 residences adjacent to and in vicinity of alignment. There would be no impacts to parks or any other community facilities.	Easily accessible to residents who live on north side of Liberty Hill. Would improve accessibility and mobility for emergency service providers and through-travelers. Would create barrier effect for neighborhoods adjacent to alignment. May cause increased travel distances for residences, depending on interchange locations.	Short term economic benefits during construction. Long term economic growth as new businesses are built along alignment. Potential economic impacts to existing businesses in Liberty Hill.	Every census block has at least 89% white, non-Hispanic population, except for one (Block 1002, BG 1, census tract 203.01) which is 100% American Indian or Alaska Native (pop: 2 people). However, this residence would not be relocated. Poverty ranges from 1.8% to 3.7% of the population in the block groups.
			North/West Option 2	3	5	4	1	2	378	13	0	$ 3.6	9	0	0	0	1 (Seminole Pipeline Co.)	0	0	4778	10	0.0	2	0.7	2.6	0.0	7.9	23.2	1.0	0.0	64.3	202.0	0.0	1.9	0.0	0	0	0	0	3	0	0	0	0	0	0.0	22.7	58.9	Bisects residential area north of San Gabriel Ranch Rd. and CR 214. Also bisects the residential area between CR 201 and CR 200. May induce commercial and residential development. Visual impacts to approximately 32 residences adjacent to and in vicinity of alignment. There would be no impacts to parks or any other community facilities.	Easily accessible to residents who live on north side of Liberty Hill. Would improve accessibility and mobility for emergency service providers and through-travelers. Would create barrier effect for neighborhoods adjacent to alignment. May cause increased travel distances for residences, depending on interchange locations.	Short term economic benefits during construction. Long term economic growth as new businesses are built along alignment. Potential economic impacts to existing businesses in Liberty Hill.	Every census block has at least 79% white, non-Hispanic population, except for one (Block 1002, BG 1, census tract 203.01) which is 100% American Indian or Alaska Native (pop: 2 people). However, this residence would not be relocated. Poverty ranges from 3.6% to 3.7% of the population in the block groups.
			North/West Option 3	3	5	3	2	4	312	16	0	$ 6.3	9	0	0	0	0	0	0	6558	11	0.2	3	0.1	2.6	0.0	7.9	0.0	1.0	0.0	68.1	140.2	0.0	1.9	0.0	0	0	0	0	6	1 (17733 SH 29)	1 (17733 SH 29)	0	0	0	0.0	36.5	90.2	Bisects the Sundance Ranch community in half. Rolling Hills Rd would be bisected and at least one residence would be isolated. May induce sprawl in undeveloped areas. Impacts to many residences in Sundance Ranch, in addition to those not in subdivisions. Lastres Marias cemetery and the Liberty Hill Park (soccer fields) would be impacted.	Easily accessible to residents who live on north side of Liberty Hill. Would improve accessibility and mobility for emergency service providers and through-travelers. Would create barrier effect for neighborhoods adjacent to alignment. May cause increased travel distances for residences, depending on interchange locations.	Short term economic benefits during construction. Long term economic growth as new businesses are built along alignment. Potential economic impacts to existing businesses in Liberty Hill.	Every census block has at least 79% white, non-Hispanic population, except for one (Block 4150, BG 4, census tract 202) which is 60% some other race alone (pop: 10 people). One residence in this block would be relocated. Poverty ranges from 3.6% to 3.7% of the population in the block groups.
			North/West Option 4	2	5	2	3	4	297	19	1	$ 8.8	10	1 (Resurrection Life)	0	0	0	1 (City of Liberty Hill Park)	1 (Lastres Marias Cemetery)	7101	13	0.0	0	0.0	2.6	0.0	7.9	7.0	14.9	0.0	59.8	106.6	0.0	1.9	0.0	0	0	0	1	7	1 (Bryson Stage Coach Stop)	2 (Bryson Stage Coach Stop, City Park)	0	0	0	0.0	23.6	57.9	Bisects mobile home park off of SH 29. Also clips all of the residences in the southeast portion of Sundance Ranch. Would visually impact both Sundance Ranch and Sundance Estates. Rolling Hills Rd would be bisected and at least one residence would be isolated. Resurrection Life would be displaced. May induce commercial and residential development in undeveloped areas.	Easily accessible to residents who live on north side of Liberty Hill. Would improve accessibility and mobility for emergency service providers and through-travelers. Would create barrier effect for neighborhoods adjacent to alignment. May cause increased travel distances for residences, depending on interchange locations.	Short term economic benefits during construction. Long term economic growth as new businesses are built along alignment. Potential economic impacts to existing businesses in Liberty Hill.	Every census block has at least 79% white, non-Hispanic population. Poverty ranges from 3.6% to 3.7% of the population in the block groups.
SEGMENT 1	NEW LOCATION ALTERNATIVES	Segment 1A (Burnet/Williamson CL to Stubblefield Lane)	South/West Option 1	4	5	4	3	1	247	11	13	$ 6.5	11	1 (Resurrection Life)	0	0	0	0	0	6414	12	0.4	1	0.1	2.6	0.0	7.9	5.8	14.9	0.0	41.5	134.4	0.0	1.9	2.1	0	0	1	1	8	2 (Bryson Stage Coach Stop, 17733 SH 29)	2 (Bryson Stage Coach Stop, 17733 SH 29)	0	0	0	0.0	20.4	55.9	This alignment would bisect the area between the residential areas off of Deep Lake Dr and Hillcrest Ln. The alignment also runs immediately behind Purser Estates and the neighborhood on Taylor Smith Rd. Resurrection Life would be displaced. Visual impacts to approximately 48 residences. May induce commercial and residential development.	Easily accessible to residents who live on south side of Liberty Hill. Would improve accessibility and mobility for emergency service providers and through-travelers. Would create barrier effect for neighborhoods adjacent to alignment. May cause increased travel distances for residences, depending on interchange locations.	Short term economic benefits during construction. Long term economic growth as new businesses are built along alignment. Potential economic impacts to existing businesses in Liberty Hill.	Every census block has at least 87% white, non-Hispanic population. Poverty ranges from 3.6% to 6.7% of the population in the block groups.
			South/West Option 2	2	5	5	4	4	266	3	0	$ 2.2	4	0	0	0	0	0	0	5869	11	0.8	2	0.2	17.8	0.0	7.9	0.0	1.8	0.0	29.6	213.4	0.0	1.9	0.0	0	0	0	0	4	1 (17733 SH 29)	1 (17733 SH 29)	0	0	0	0.0	12.6	35.0	This alignment would not bisect any neighborhoods. There would be visual impacts to approximately 10 residences. May induce commercial and residential development.	Easily accessible to residents who live on south side of Liberty Hill. Would improve accessibility and mobility for emergency service providers and through-travelers. Would create barrier effect for neighborhoods adjacent to alignment. May cause increased travel distances for residences, depending on interchange locations.	Short term economic benefits during construction. Long term economic growth as new businesses are built along alignment. Potential economic impacts to existing businesses in Liberty Hill.	Every census block had at least 92% white, non-Hispanic population. Poverty ranges from 3.6% to 6.7% of the population in the block groups.
		Segment 1B (FM 1869 to Ronald Reagan Blvd)	North/East Option 1	4	5	4	3	3	246	7	1	$ 3.5	3	0	0	0	0	0	0	3802	6	1.6	3	0.3	0.0	0.0	0.0	0.0	2.9	1.5	101.1	131.2	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0.0	45.3	110.3	Minor community impacts since this alignment goes through mostly undeveloped cropland and wooded areas. Approximately 4 residences would have visual impacts. May induce commercial and residential development.	An overpass at the US 183 intersection would be constructed. There are no public facilities in the vicinity there access would be limited. Accessibility would not be negatively impacted, and may improve from those residents who reside near the alignment.	Short term economic benefits during construction. Long term economic growth as new businesses are built along alignment. Potential economic impacts to existing businesses in Liberty Hill.	Every census block has at least 83% white, non-Hispanic population. Poverty ranges from 1.6% to 3.7% of the population in the block groups.
			North/East Option 2	4	5	4	4	5	221	17	6	$ 7.5	27	0	0	0	0	0	0	5150	7	0.5	1	0.1	0.0	0.0	4.8	15.6	0.0	1.5	115.8	50.8	0.0	0.0	4.0	0	0	1	0	1	0	0	0 **	0 **	0	0.0	59.2	140.7	This alignment would bisect the northeastern portions of Stonewall Ranch, a residential community that is currently being developed. Approximately 25 residences would be visually impacted.	Access to Meridell Achievement Center and Burden Elementary School just west of the alignment may be impacted.	Short term economic benefits during construction. Long term economic growth as new businesses are built along alignment. Potential economic impacts to existing businesses in Liberty Hill.	Every census block has at least 93% white, non-Hispanic population, except for one (Block 3014, BG 3, census tract 203.01) which is 100% two or more races (population: 1 person). This residence would not be relocated. Poverty ranges from 3.7% to 7.3% of the population in the block groups.
		Segment 1B (Stubblefield Ln to Ronald Reagan Blvd	South/East Option 1	4	5	4	4	4	236	4	9	$ 10.1	8	0	0	0	1 (Water Tower)	0	0	3997	9	0.0	1	0.09	0.0	0.3	3.3	16.7	0.0	1.5	59.9		0.0	0.0	17.1	0	0	1	2	7	1 (Manuel Flores Centennial Marker)	1 (Manuel Flores Centennial Marker)	0	0	0	0.0	13.7	31.8	This alignment would bisect the residential area on Stubblefield Road. Five residences would be isolated. Visual impacts to approximately 16 residences. May induce commercial and residential development.	Easily accessible to residents who live on south side of Liberty Hill. Would improve accessibility and mobility for emergency service providers and through-travelers. Would create barrier effect for neighborhoods adjacent to alignment. May cause increased travel distances for residences, depending on interchange locations.	Short term economic benefits during construction. Long term economic growth as new businesses are built along alignment. Potential economic impacts to existing businesses in Liberty Hill.	Every census block has at least 69% white, non-Hispanic population, except for three blocks...two have 100% two or more races (pop: 1 and 4), one 50% white and 50% some other race (pop: 2). Poverty ranges from 1.6% to 7.3% of the population in the block groups.
			South/East Option 2	2	5	4	2	1	265	9	1	$ 5.9	12	0	0	0	1 (Water Tower)	0	0	5128	10	1.6	1	0.2	27.8	0.0	0.0	0.0	0.0	1.5	59.5	185.9	0.0	0.0	0.0	0	0	0	1	7	0	0	0	0	0	0.0	13.3	40.4	This alignment would bisect the residential area on Stubblefield Road. Five residences would be isolated. Visual impacts to approximately 18 residences. May induce commercial and residential development.	Easily accessible to residents who live on south side of Liberty Hill. Would improve accessibility and mobility for emergency service providers and through-travelers. Would create barrier effect for neighborhoods adjacent to alignment. May cause increased travel distances for residences, depending on interchange locations.	Short term economic benefits during construction. Long term economic growth as new businesses are built along alignment. Potential economic impacts to existing businesses in Liberty Hill.	Every census block has at least 69% white, non-Hispanic population, except for one block which has 100% two or more races (pop: 1). Poverty ranges from 1.6% to 7.3% of the population in the block groups.
SEGMENT 2	SEGMENT 2: EXISTING CENTERLINE OPTIONS	Segment 2 - Ronald Reagan Blvd to DB Wood Rd	North Shift Centerline	4	5	1	2	4	240	12	19	$ 8.8	10	0	0	0	0	0	0	1333	4	0.0	5 (golf course ponds)	0.8	0.0	0.0	0.0	0.0	52.5	0.0	79.8	36.2	0.0	0.0	0.1	0	0	5	2	2	0	0	12	0	2	0.0	4.7	17.3	No neighborhoods would be bisected. May induce commercial and residential development. Visual impacts for approximately 9 residences. No impacts to parks or any other community facility.	Would not create barrier since barrier (existing SH 29) already exists. For those residents who live along this segment, travel times may increase depending on interchange locations. Increased safety for those who live adjacent to SH 29. Increased mobility for emergency service providers and through-travelers.	Short term economic benefits during construction. Long term economic growth as new businesses are built along the improved roadway. Displacement of 22 businesses.	Every census block has at least 89% white, non-Hispanic population.
			Existing Centerline	3	5	1	3	4	240	9	16	$ 9.1	12	0	0	0	1 (Natural Gas Facility)	0	0	2189	5	0.0	0	0.0	0.0	0.0	0.0	0.0	38.7	4.3	113.7	32.9	9.4	0.0	0.0	0	0	4	2	4	0	0	10	3	3	0.0	8.0	27.5	No neighborhoods would be bisected. May induce commercial and residential development. Visual impacts for approximately 25 residences. No impacts to parks or any other community facility .	Would not create barrier since barrier (existing SH 29) already exists. For those residents who live along this segment, travel times may increase depending on interchange locations. Increased safety for those who live adjacent to SH 29. Increased mobility for emergency service providers and through-travelers.	Short term economic benefits during construction. Long term economic growth as new businesses are built along the improved roadway. Displacement of 8 businesses.	Every census block has at least 89% white, non-Hispanic population, except for two, one is 100% Asian alone (pop: 1) and one is 70% white, 13% two or more races, and 17% some other race alone (pop: 23).
			Combo Centerline	1	5	1	2	4	240	7	2	$ 8.3	6	0	0	0	1 (Natural Gas Facility)	0	0	2180	4	0.0	0	0.0	0.0	0.0	0.0	0.0	42.0	8.7	125.6	30.3	10.9	0.0	0.0	0	0	2	2	4	0	0	11	0	3	0.0	4.7	17.6	No neighborhoods would be bisected. May induce commercial and residential development. Visual impacts for approximately 15 residences. No impacts to parks or any other community facility.	Would not create barrier since barrier (existing SH 29) already exists. For those residents who live along this segment, travel times may increase depending on interchange locations. Increased safety for those who live adjacent to SH 29. Increased mobility for emergency service providers and through-travelers.	Short term economic benefits during construction. Long term economic growth as new businesses are built along the improved roadway. Displacement of 4 businesses.	Every census block has at least 90% white, non-Hispanic population, except for two, one is 100% Asian alone (pop: 1) and one is 70% white, 13% two or more races, and 17% some other race alone (pop: 23).
			South Shift Centerline	5	5	1	3	4	241	8	3	$ 9.9	12	0	0	0	1 (Natural Gas Facility)	0	0	2894	3	0.0	0	0.0	0.0	0.0	0.0	0.0	24.9	8.7	152.0	28.8	15.8	0.0	0.0	0	0	1	1	2	0	0	7	3	3	0.0	12.5	32.3	No neighborhoods would be bisected. May induce commercial and residential development. Visual impacts for approximately 7 residences. No impacts to parks or any other community facility.	Would not create barrier since barrier (existing SH 29) already exists. For those residents who live along this segment, travel times may increase depending on interchange locations. Increased safety for those who live adjacent to SH 29. Increased mobility for emergency service providers and through-travelers.	Short term economic benefits during construction. Long term economic growth as new businesses are built along the improved roadway. Displacement of 3 businesses.	Every census block has at least 88% white, non-Hispanic population, except for two, one is 100% Asian alone (pop: 1) and one is 70% white, 13% two or more races, and 17% some other race alone (pop: 23).

* Each karst feature was modeled with a 300' wide radius. If any portion of the radius was located within the proposed ROW of an alternative, the karst feature was assumed to be affected.

** Approximately 1.6 linear miles have not yet been surveyed

*** Based on Natural Diversity Dataset surveys of identified karst features. Surveys are ongoing.

LOW IMPACT

MEDIUM IMPACT

HIGH IMPACT