



	Criteria	Specific Measure	No Build	Alternative 1A	Alternative 1B	Alternative 2	Alternative 3	Alternative 4	Alternative 5A	Alternative 5B
COST	Conceptual Cost Estimate - Complete Street Sections	Low Estimate	\$0	\$5,130,000	\$5,220,000	\$5,170,000	\$5,760,000	\$6,880,000	\$6,540,000	\$6,460,000
		High Estimate	\$0	\$5,930,000	\$6,040,000	\$5,980,000	\$6,660,000	\$7,950,000	\$7,550,000	\$7,460,000
		ROW Estimate	\$0	\$280,000	\$245,000	\$1,870,000	\$500,000	\$300,000	\$6,350,000	\$6,380,000
COST	Conceptual Cost Estimate - Slow Street Sections	Low Estimate	\$0	\$280,000	\$280,000	\$2,270,000	\$2,330,000	\$6,740,000	\$730,000	\$940,000
		High Estimate	\$0	\$330,000	\$330,000	\$2,620,000	\$2,690,000	\$7,790,000	\$850,000	\$1,090,000
		ROW Estimate	\$0	\$3,000	\$170,000	\$470,000	\$310,000	\$2,200,000	\$170,000	\$170,000
COST	Conceptual Cost Estimate - Mitigation of Railyard Impacts		\$0	\$1-2.5 million	\$1-2.5 million	TBD	TBD	\$40,000,000-\$60,000,000	\$0	\$0
TRANSPORTATION SYSTEM IMPACTS	Bike/Ped Impacts	Linear feet of separated paths (multiuse paths)	0	1	1	1	1	2	2	2
		Linear feet of sidewalk	0	1	1	2	2	2	1	1
		Directness of bicycle access, Pine to Battery	0	2	2	2	2	1	1	1
		Directness of pedestrian access, Pine to Battery	0	-1	-1	-2	-1	-2	-1	-1
		Number of additional street crossings	0	2	2	0	-1	-2	-2	-1
	Railyard Impact	Impact to Switching Operations	0	0	0	0	0	-1	1	1
		Impact to Commercial Operations	0	-1	-1	-1	-1	-2	1	1
		Access to Railyard from Street System	0	-1	-1	-1	-1	-2	1	1
		ROW impact - Railyard only (s.f.)	0	-1	-1	-2	-2	-2	-1	-1
	Traffic Impact	Vehicle Mobility Index - 2018	0	2	2	2	2	1	2	2
Diversion of Traffic from Pine (%) - 2018		0	2	1	2	1	2	2	1	
Vehicle Mobility Index - 2035		0	1	2	2	1	1	2	2	
Diversion of Traffic from Pine (%) - 2035		0	1	1	1	1	1	1	1	
Transit Impact	from CCTA	0	0	0	1	0	0	0	0	
ENVIRONMENT/RESOURCES	Agricultural Lands	GIS	0	0	0	0	0	0	0	0
	Archaeological	Vtrans Review	0	-2	-2	-2	-2	-2	0	0
	Historic Structures/Sites	Vtrans Review	0	0	0	0	0	-2	-2	-2
	Floodplain	Area within Floodway (SF)	0	0	0	-1	-1	-2	-1	-1
	Fish and Wildlife	not evaluated	not evaluated	0	0	0	0	0	0	0
	Noise	not evaluated	not evaluated	0	0	0	0	0	0	0
	Pervious Areas (possibilities for Green Infrast	Increase in Pervious Area Relative to No Build (SF)	0	2	2	2	2	1	2	2
	Public Lands	GIS	0	0	0	0	0	0	0	0
	Rare, Threatened & Endangered	Area within a RTE Area (SF)	0	0	0	0	0	-2	0	0
	Wetlands	Area within 50' of Wetlands (SF)	0	0	0	-1	-1	-2	-1	-1
	Hazardous Waste Sites		0	-1	-1	-2	-1	-2	-2	-2
	Right of Way Impacts	ROW impact - non-railyard (SF)*	0	-1	-1	-1	-2	-2	-2	-2
# of Partial Takings - non-railyard		0	-1	-1	-2	-2	-2	-2	-2	
# of Full Takings - non-railyard		0	0	0	-1	0	-1	-2	-2	
ROW impact - Railyard only (s.f.)		0	-1	-1	-1	-1	-2	-1	-1	
LOCAL & REGIONAL ISSUES	Satisfies Purpose & Need		-1	1	1	1	1	-1	1	1
	Economic Benefits	Assessed Value of 20-Year Build-Out	0	1	1	1	1	2	1	1
		Estimated Employment, 20-Year Build-Out	0	1	1	1	1	2	1	1
	Conformance to Local/Regional Plans	Plan BTV and ECOS plans	0	1	1	1	1	-1	1	1
	Environmental Justice		-1	1	1	1	1	1	1	1

transportation system benefits	0	8	8	7	4	-1	10	10
environment/resource impacts	0	-5	-5	-10	-10	-20	-13	-13
local and regional issues	-2	5	5	5	5	3	5	5
TOTAL	-2	8	8	2	-1	-18	2	2