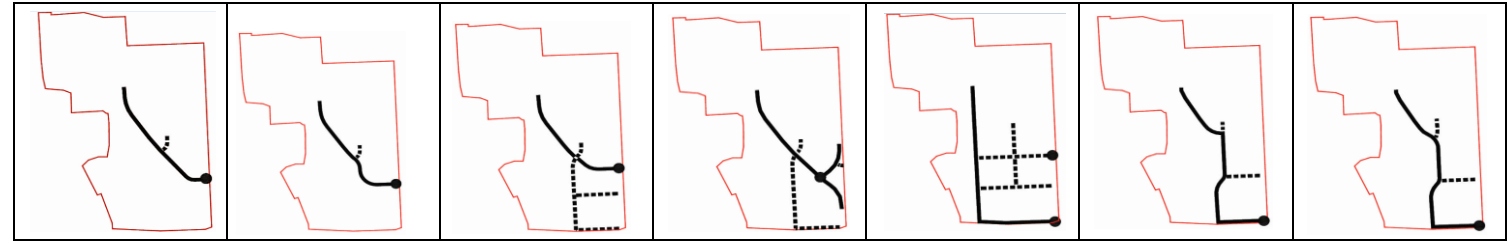


Phase 2 REP Evaluation Matrix - Quantitative



	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	
	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	
	Conceptual Cost Estimate - Mitigation of Railyard Impacts		\$0	\$1-2.5 million	\$1-2.5 million	TBD	TBD	\$40-60 million	\$0	\$0	
	TRANSPORTATION SYSTEM IMPACTS	Bike/Ped Impacts	Linear feet of separated paths (multiuse paths)	0	1331	1401	1303	1678	2219	2135	2087
			Linear feet of sidewalk	0	864	928	3447	3987	6317	2362	2563
Number of additional street crossings			0	4	4	10	8	15	8	8	
Railyard Impact		Impact to Switching Operations	0	0	0	0	0	-	+	+	
		Impact to Commercial Operations	0	-	-	-	-	--	+	+	
		ROW impact - Railyard only (s.f.)	0	26,980	26,765	36,250	36,730	86,825	4,970	6,280	
Traffic Impact		Vehicle Mobility Index - 2018	1.00	0.37	0.36	0.33	0.43	0.50	0.39	0.42	
		Diversion of Traffic from Pine (%) - 2018	1.00	41%	39%	41%	39%	41%	41%	32%	
		Vehicle Mobility Index - 2035	1.00	0.52	0.47	0.42	0.82	0.70	0.41	0.38	
		Diversion of Traffic from Pine (%) - 2035	1.00	37%	35%	36%	35%	35%	36%	32%	
Transit Impact	from CCTA	0	0	0	+	0	0	0	0		
ENVIRONMENT/RESOURCES	Agricultural Lands	GIS	0	0	0	0	0	0	0	0	
	Archaeological	Vtrans Review	0	--	--	--	-	-	0/-	0/-	
	Historic Structures/Sites	Vtrans Review	0	0	0	0	0	--	--	--	
	Floodplain	Area within Floodway (SF)	0	0	0	18,600	18,600	33,670	19,045	19,045	
	Fish and Wildlife	not evaluated	not evaluated	not evaluated	not evaluated	not evaluated	not evaluated	not evaluated	not evaluated	not evaluated	
	Noise	not evaluated	not evaluated	not evaluated	not evaluated	not evaluated	not evaluated	not evaluated	not evaluated	not evaluated	
	Pervious Areas (possibilities for Green Infrastructure)	Increase in Pervious Area Relative to No Build (SF)	0	13,655	15,623	9,692	14,296	900	10,153	14,941	
	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	12,445	0	0	
	Wetlands	Area within 50' of Wetlands (SF)	0	0	0	24,465	24,465	85,590	25,460	25,755	
	Hazardous Waste Sites	# of DEC Hazardous Waste Sites Impacted**	0	1	1	2	1	3	2	2	
	Underground Utilities	not evaluated	not evaluated	not evaluated	not evaluated	not evaluated	not evaluated	not evaluated	not evaluated	not evaluated	
	Overhead Utilities	Number of utility poles affected	0	6	6	8	12	14	10	11	
	Right of Way Impacts	ROW impact - non-railyard (SF)*	0	24,945	30,550	88,395	120,415	116,790	101,975	104,020	
		# of Partial Takings - non-railyard	0	3	3	7	8	9	8	8	
# of Full Takings - non-railyard		0	0	0	1	0	1	2	2		
	ROW impact - Railyard only (s.f.)	0	26,980	26,765	36,250	36,730	86,825	4,970	6,280		
LOCAL & REGIONAL ISSUES	Satisfies Purpose & Need		No	Yes	Yes	Yes	Yes	No	Yes	Yes	
	Economic Benefits	Assessed Value of 20-Year Build-Out	0	\$14,950,000	\$15,430,000	\$18,160,000	\$17,120,000	\$34,860,000	\$16,840,000	\$16,840,000	
		Estimated Employment, 20-Year Build-Out	0	430	440	520	490	1000	480	480	
	Conformance to Local/Regional Plans	PlanBTV & ECOS plans	No	Yes	Yes	Yes	Yes	No	Yes	Yes	
Environmental Justice		-	+	+	+	+	+	+	+		

*Former Havey property treated as a separate property from railyard (its impact is included here in non-railyard ROW)
 **Hazardous Waste Sites data are from the Vermont ANR Natural Resource Atlas (<http://anrmaps.vermont.gov/websites/anra5/>).