



Farmington Canal Heritage Trail Gap Closure and CT *fastrak* Study

CRCOG, Plainville, Southington and New Britain

Steering Committee/Technical Team Meeting
November 15, 2016



CONCORDIS GROEP



Purpose of Meeting

- Welcome and Introductions
- Alignment Alternatives
- Review Decision Matrix Categories
- Review Category Weightings
- Results of Decision Matrix Analysis
- Next steps



Vision Statement

"The vision for the Farmington Canal Heritage Trail and CTfastrak Gap Closure study is to connect the communities with a world-class multi-use trail that closes the gap in the Farmington Canal Heritage Trail (FCHT) through the towns of Southington and Plainville with a connection to the CT**fastrak** station in downtown New Britain. These links will prioritize safety, comfort, and mobility for all users, regardless of age or ability, through cohesive and attractive trails that promote economic and community vitality."

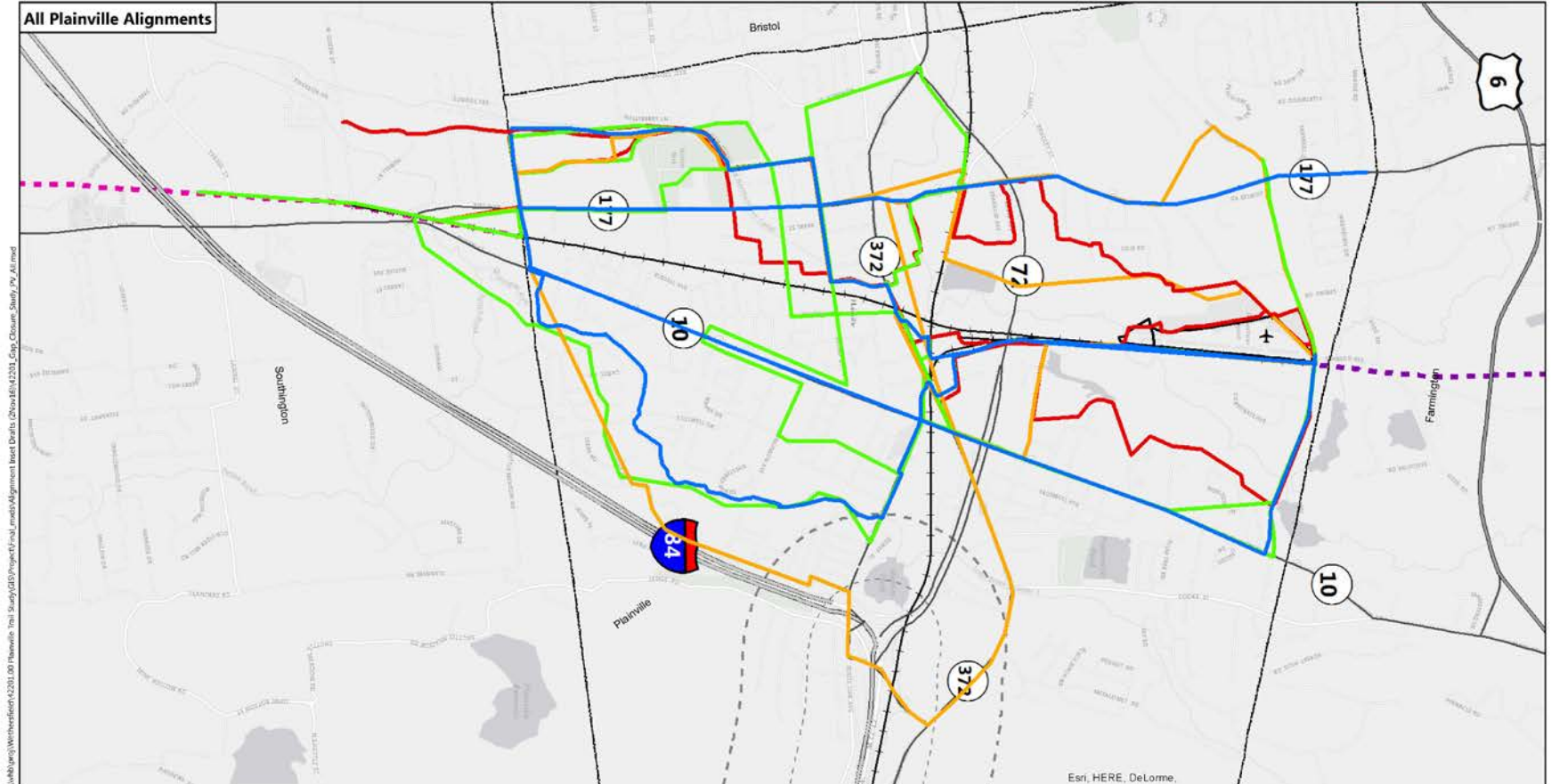
Vision Statement

"The vision for the Farmington Canal Heritage Trail and CTfastrak Gap Closure study is to connect the communities with a **world-class multi-use trail** that closes the gap in the Farmington Canal Heritage Trail (FCHT) through the towns of Southington and Plainville with a connection to the CT**fastrak** station in downtown New Britain. These links will **prioritize safety, comfort, and mobility for all users, regardless of age or ability**, through cohesive and attractive trails that promote economic and community vitality."

Plainville Alignment Summary



vhb November 09 | 2016



\\vhb\proj\Wetmore\2016\2016 Plainville Trail Study\GIS\Project\road_memo\Alignment Insert Drafts (2016\11\23) Gap Closure Study.PX Allroad

0 0.125 0.25 0.5 Mile

- Interstate
- U.S. Highway
- State Highway
- Rail with Trail; Railroad Active rail; Gap Being Studied
- Multi-use trail, Under construction
- Rail with Trail; Multi-use trail, In design
- Town Boundary
- Rt 72 Buffer
- Quarter Mile Radius
- Half Mile Radius

Gap Closure Trail Study

Hartford County, CT

- Alignment Scores**
- Top Tier
 - Second Tier
 - Third Tier
 - Lowest Tier

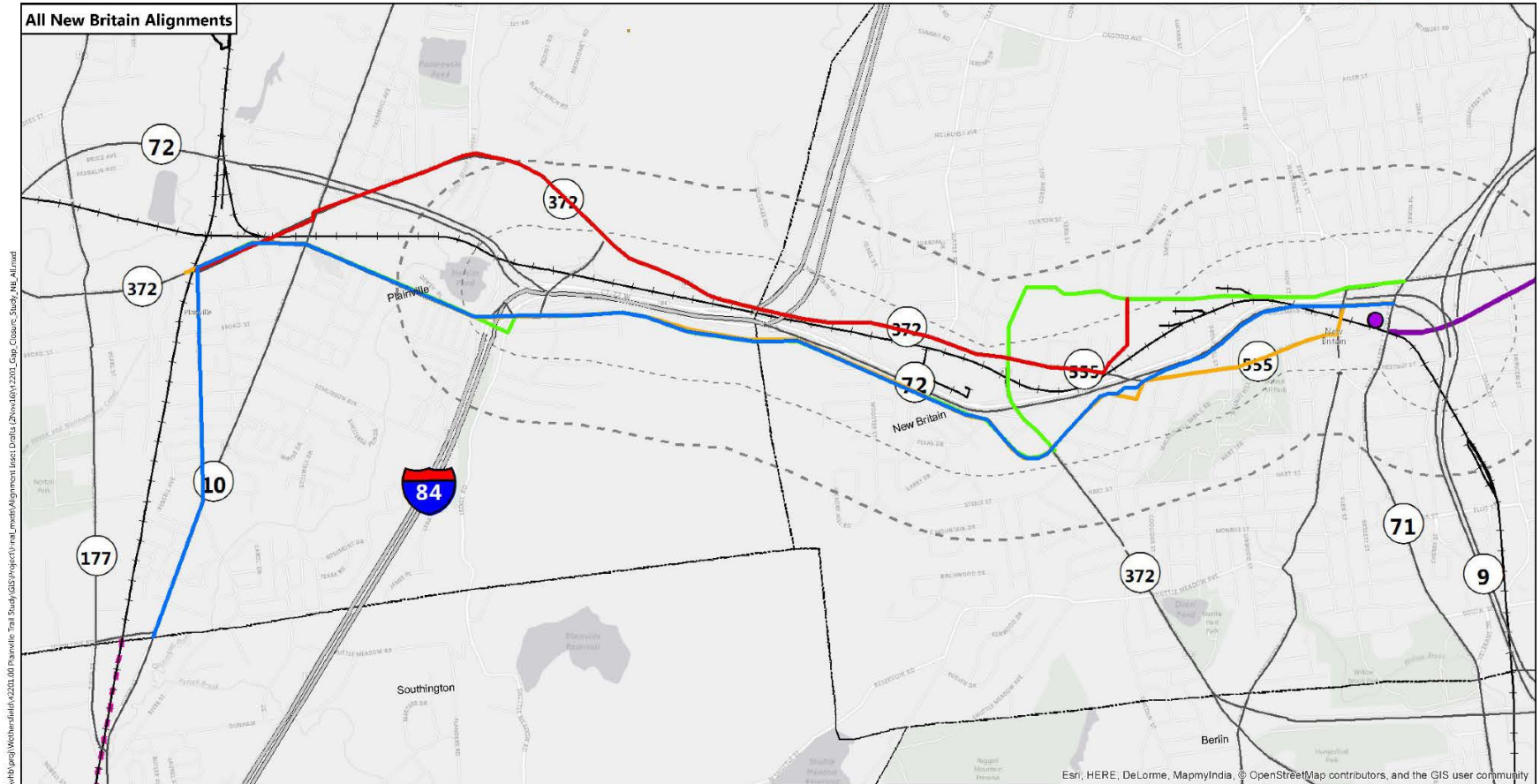
Plainville Proposed Alignments

Source Information:
Map and Geographic Information Center -
University of Connecticut, US Census Bureau

New Britain Alignment Summary



vhb November 14 | 2016



Gap Closure Trail Study

Hartford County, CT

Alignment Scores
 Blue Top Tier
 Green Second Tier
 Orange Third Tier
 Red Lowest Tier

**New Britain
Proposed Alignments**

Source Information:
 Map and Geographic Information Center -
 University of Connecticut, US Census Bureau

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Decision Matrix Categories

Map #	Alternative Alignment Name	Overall Score	Connectivity (20%)	Safety/Security (25%)	Facility Type (30%)	Environmental (10%)	Potential Property Impacts (10%)	Cost (5%)
7	P_1_Employment_Commercial	8.50	8.00	9.00	8.00	8.00	8.00	8.00
9	P_1_Parks_Recreation	8.10	7.00	9.00	8.00	8.00	8.00	8.00
11	P_2_Parks_Recreation	8.50	8.00	9.00	8.00	8.00	8.00	8.00
13	P_3_Parks_Recreation	8.00	7.00	9.00	8.00	8.00	8.00	8.00
14	P_4_Parks_Recreation	8.50	8.00	9.00	8.00	8.00	8.00	8.00
15	P_5_Parks_Recreation	8.00	7.00	9.00	8.00	8.00	8.00	8.00
16	P_1_Schools	8.00	8.00	9.00	8.00	8.00	8.00	8.00
17	P_1_Shopping_Entertainment	8.30	7.00	9.00	8.00	8.00	8.00	8.00
18	P_2_Internal	8.60	8.00	9.00	8.00	8.00	8.00	8.00
19	P_3_Internal	8.00	7.00	9.00	8.00	8.00	8.00	8.00
20	P_1_Public	8.00	8.00	9.00	8.00	8.00	8.00	8.00
21	P_2_Public	8.00	8.00	9.00	8.00	8.00	8.00	8.00
22	P_3_Public	8.00	8.00	9.00	8.00	8.00	8.00	8.00
23	P_1_Past_Studies	8.00	8.00	9.00	8.00	8.00	8.00	8.00
1	NB_1_Employment_Commercial	8.00	7.00	9.00	8.00	8.00	8.00	8.00
2	NB_1_Parks_Recreation	8.00	8.00	9.00	8.00	8.00	8.00	8.00
4	NB_1_Schools	8.00	8.00	9.00	8.00	8.00	8.00	8.00
8	NB_1_Internal	8.00	8.00	9.00	8.00	8.00	8.00	8.00

Scoring is Preliminary and for discussion of weighting criteria only

Decision Matrix Categories

- Connectivity – (within a $\frac{1}{4}$ mile of alignment)
 - Schools
 - recreation facilities
 - commercial locations
 - cultural resources
 - population
- Safety – Number of conflicts points with motor vehicles along an alignment
 - commercial driveways
 - Intersections
 - mid-block street crossings.
- Security – (within 50 feet of an alignment)
 - residentially zoned parcels within 50 feet of an alignment

Decision Matrix Categories

- Facility Type — (Length of trail that is either off-road or on-road)

- Off Road

- **Multi-use trails**
- Rail with trail
- Side paths
- Separated bike lanes



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Decision Matrix Categories

- Facility Type – (Length of trail that is either off-road or on-road)

- On Road

- **Buffered Bike Lanes**
- Bike Lane
- Shared Roadway
- Shoulder



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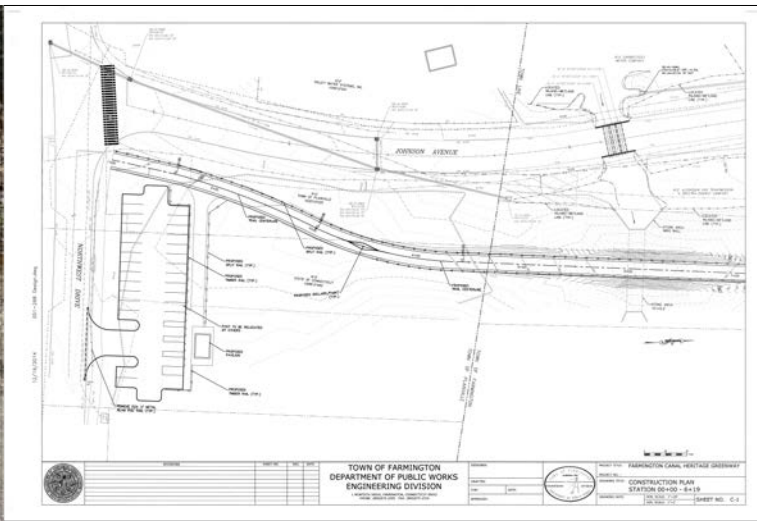
Decision Matrix Categories

- Environmental
 - wetlands (acreage of impacts)
 - Floodplain (percent of alignment within 100 year floodplain)
 - Natural Diversity Database (does alignment cross a NDDDB area)
 - Historic resources (within 50 feet of alignment),
 - Hazardous Material Locations (within 10 feet of alignment)
 - Additional impervious surface. (new pavement)



Decision Matrix Categories

- Right-of-Way Impact (number within 20 feet of alignment)
 - Private properties
 - Public properties
- Cost –
 - Design
 - Construction
 - Maintenance



Decision Matrix Weighting

- Connectivity – 20%
- Safety/Security – 25%
- Facility Type – 30%
- Environmental – 10%
- Right-of-Way Impact – 10%
- Cost – 5%



Decision Matrix Methodology

- Normalizing of values
- Positive attributes rated 10 to 1
- Negative attributes rated 1 to 10
- Category score based on average of normalized values
- Alignment score based on weighting applied to category score



Decision Matrix Summary

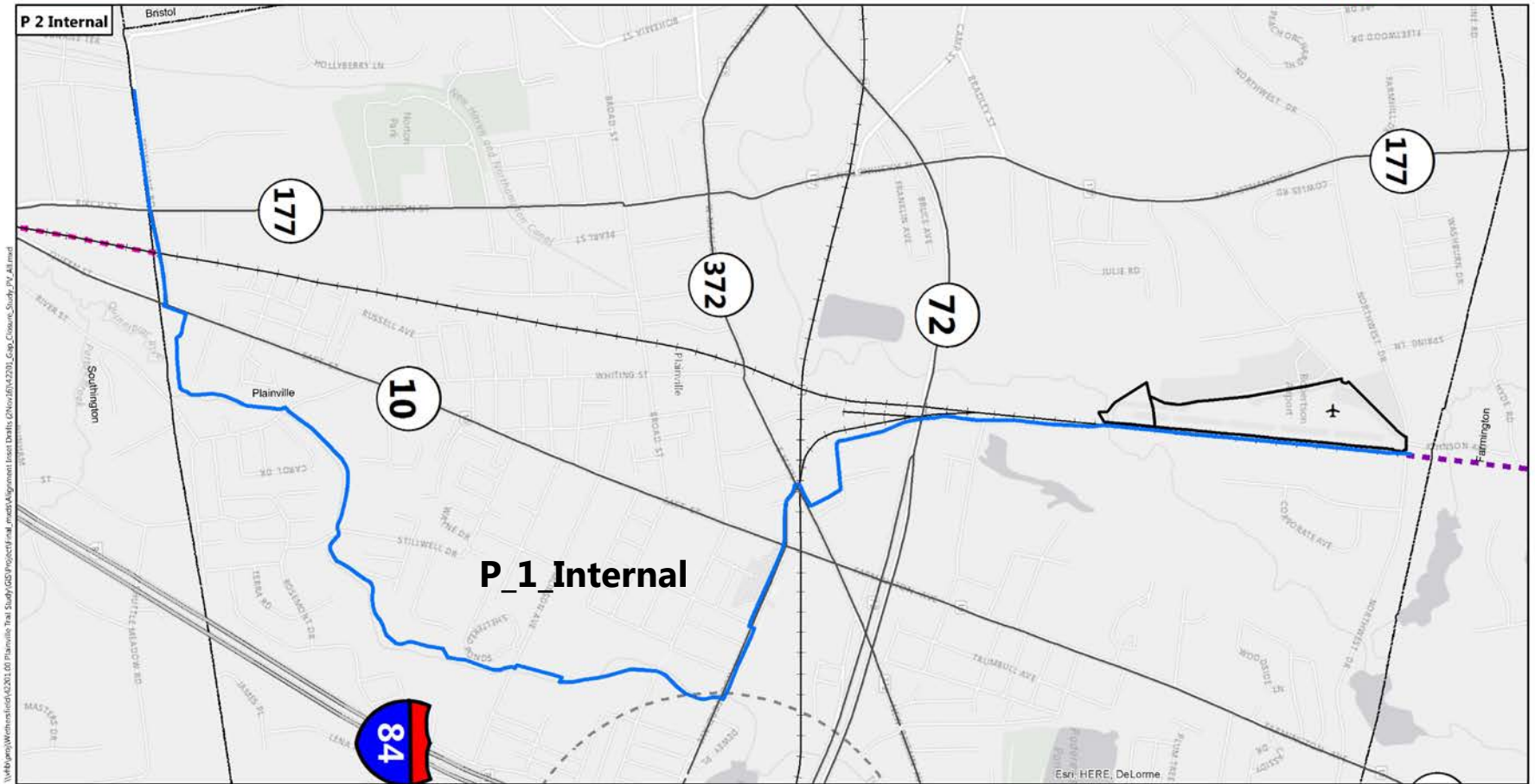
Map #	Alternative Alignment Name	Overall Score	Connectivity (20%)	Safety/Security (25%)	Facility Type (30%)	Environmental (10%)	Potential Property Impacts (10%)	Cost (5%)
7	P_1_Employment_Commercial	5.50	5.0	5.0	5.5	5.0	5.5	5.0
9	P_1_Parks_Recreation	5.10	4.5	5.0	5.0	5.5	5.0	4.5
11	P_2_Parks_Recreation	5.55	5.0	5.5	5.5	5.5	5.5	5.0
13	P_3_Parks_Recreation	5.10	5.0	5.0	5.0	5.0	5.0	5.0
14	P_4_Parks_Recreation	4.90	5.0	5.0	5.0	5.0	5.0	4.0
15	P_5_Parks_Recreation	5.10	4.5	5.0	5.0	5.0	5.0	5.0
16	P_1_Schools	5.00	5.0	5.0	5.0	5.0	5.0	5.0
17	P_1_Shopping_Entertainment	5.35	5.0	5.0	5.0	5.0	5.0	5.0
18	P_2_Internal	5.00	5.0	5.0	5.0	5.0	5.0	5.0
19	P_3_Internal	4.90	5.0	5.0	5.0	5.0	5.0	5.0
20	P_1_Public	5.00	5.0	5.0	5.0	5.0	5.0	5.0
21	P_2_Public	5.00	5.0	5.0	5.0	5.0	5.0	5.0
22	P_3_Public	4.95	5.0	5.0	5.0	5.0	5.0	5.0
23	P_1_Past_Studies	5.15	5.0	5.0	5.0	5.0	5.0	5.0
1	NB_1_Employment_Commercial	5.00	5.0	5.0	5.0	5.0	5.0	5.0
2	NB_1_Parks_Recreation	4.90	5.0	5.0	5.0	5.0	5.0	5.0
4	NB_1_Schools	4.90	5.0	5.0	5.0	5.0	5.0	5.0
8	NB_1_Internal	5.00	5.0	5.0	5.0	5.0	5.0	5.0

Scoring is Preliminary and for discussion of weighting criteria only

Top Alignment - Plainville



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Gap Closure Trail Study

Hartford County, CT

Plainville
Proposed Alignments

Source Information:
Map and Geographic Information Center -
University of Connecticut, US Census Bureau

Top Alignment - New Britain



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NB_1_Employment_Commercial

0 0.3 0.6 1.2 Mile

- CTfastrak Stations
- Interstate
- U.S. Highway
- State Highway
- Rail with Trail: Railroad Active rail: Gap Being Studied
- Multi-use trail: Completed
- Rail with Trail: Multi-use trail: In design

- Town Boundary
- Robertson Airport
- Rt 72 Buffer
- Quarter Mile Radius
- Half Mile Radius

Gap Closure Trail Study

Hartford County, CT

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Source Information:
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Decision Matrix Summary

Map #	Alternative Alignment Name	Overall Score	Connectivity (20%)	Safety/Security (25%)	Facility Type (30%)	Environmental (10%)	Potential Property Impacts (10%)	Cost (5%)
7	P_1_Employment_Commercial	5.50	5.0	5.0	5.5	5.0	5.5	5.0
9	P_1_Parks_Recreation	5.10	4.5	5.0	5.0	5.5	5.0	4.5
11	P_2_Parks_Recreation	5.55	5.0	5.5	5.5	5.5	5.5	5.0
13	P_3_Parks_Recreation	5.10	5.0	5.0	5.0	5.0	5.0	5.0
14	P_4_Parks_Recreation	4.90	5.0	5.0	5.0	5.0	5.0	4.0
15	P_5_Parks_Recreation	5.10	4.5	5.0	5.0	5.0	5.0	5.0
16	P_1_Schools	5.00	5.0	5.0	5.0	5.0	5.0	5.0
17	P_1_Shopping_Entertainment	5.35	5.0	5.0	5.0	5.0	5.0	5.0
18	P_2_Internal	5.00	5.0	5.0	5.0	5.0	5.0	5.0
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20	P_1_Public	5.00	5.0	5.0	5.0	5.0	5.0	5.0
21	P_2_Public	5.00	5.0	5.0	5.0	5.0	5.0	5.0
22	P_3_Public	4.95	5.0	5.0	5.0	5.0	5.0	5.0
23	P_1_Past_Studies	5.15	5.0	5.0	5.0	5.0	5.0	5.0
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4	NB_1_Schools	4.90	5.0	5.0	5.0	5.0	5.0	5.0
8	NB_1_Internal	5.00	5.0	5.0	5.0	5.0	5.0	5.0

Scoring is Preliminary and for discussion of weighting criteria only

Connectivity

Map #	Alternative Alignment Name	Length of Alternative (miles)	Connectivity (20%) Within 1/4 mile of resource											Category Score
			Schools		Recreational Facilities		Commercial Locations		Cultural Resources		Population			
			How many Schools - Number	Schools Score	How many Rec Fac - Number	Recreational Facilities Score	How many - Number	Commercial Locations Score	How Many - Number	Cultural Resources Score	Total Population Served	Population Score		
7	P_1_Employment_Commercial													
9	P_1_Parks_Recreation													
11	P_2_Parks_Recreation													
13	P_3_Parks_Recreation													
14	P_4_Parks_Recreation													
15	P_5_Parks_Recreation													
16	P_1_Schools													
17	P_1_Shopping_Entertainment													
18	P_2_Internal													
19	P_3_Internal													
20	P_1_Public													
21	P_2_Public													
22	P_3_Public													
23	P_1_Past_Studies													

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1	NB_1_Employment_Commercial													
2	NB_1_Parks_Recreation													
4	NB_1_Schools													
8	NB_1_Internal													

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Safety and Security

Map #	Alternative Alignment Name	Length of Alternative (miles)	Safety / Security (25%)									Category Score
			Number of Conflicts along Alternative									
			Safety - Commercial Driveways		Safety - Intersections		Safety - Mid-Block Crossings		Security - Proximity to homes (w/in 50')			
			Number of Driveways	Driveways Score	Number of Intersections	Intersections Score	Number of Mid-Block Crossings	Mid-Block Crossings Score	Number of homes, etc.	Number of Homes Score		
7	P_1_Employment_Commercial											
9	P_1_Parks_Recreation											
11	P_2_Parks_Recreation											
13	P_3_Parks_Recreation											
14	P_4_Parks_Recreation											
15	P_5_Parks_Recreation											
16	P_1_Schools											
17	P_1_Shopping_Entertainment											
18	P_2_Internal											
19	P_3_Internal											
20	P_1_Public											
21	P_2_Public											
22	P_3_Public											
23	P_1_Past_Studies											

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1	NB_1_Employment_Commercial										
2	NB_1_Parks_Recreation										
4	NB_1_Schools										
8	NB_1_Internal										

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Facility Type

Map #	Alternative Alignment Name	Length of Alternative (miles)	Facility Type (Off / Adjacent to / On Road) (30%)						
			Percent of On / Adjacent / Off Road						
			Multi-use Trail or Rail with Trail (Off-Road)		Side Path or Separated Bike Lane (SBL) (Off-Road)		Buffered Bike Lane, Bike Lane, Shared Lane or Shoulder (On-Road)		Category Score
			% of Length	Score	% of Length	Score	% of Length	Score	
7	P_1_Employment_Commercial	0.28	0.70	2	0.25	2	0.25	2	2.5
9	P_1_Parks_Recreation	0.21	0.15	1	0.20	1	0.20	2	0.5
11	P_2_Parks_Recreation	0.04	0.25	1	0.20	1	0.20	2	1.0
13	P_3_Parks_Recreation	0.14	0.25	1	0.20	1	0.20	2	1.0
14	P_4_Parks_Recreation	0.05	0.25	1	0.20	1	0.20	2	0.5
15	P_5_Parks_Recreation	0.04	0.25	1	0.20	1	0.20	2	0.5
16	P_1_Schools	0.20	0.15	1	0.20	1	0.20	2	0.5
17	P_1_Shopping_Entertainment	0.20	0.15	1	0.20	1	0.20	2	1.0
18	P_2_Internal	0.04	0.25	1	0.20	1	0.20	2	0.5
19	P_3_Internal	0.71	0.17	1	0.20	1	0.20	2	0.5
20	P_1_Public	0.26	0.25	2	0.20	1	0.20	2	0.5
21	P_2_Public	0.40	0.25	2	0.20	1	0.20	2	1.0
22	P_3_Public	0.04	0.25	1	0.20	1	0.20	2	1.0
23	P_1_Past_Studies	0.04	0.25	1	0.20	1	0.20	2	0.5
1	NB_1_Employment_Commercial	0.20	0.25	2	0.20	1	0.20	2	0.5
2	NB_1_Parks_Recreation	0.20	0.25	2	0.20	1	0.20	2	0.5
4	NB_1_Schools	0.20	0.25	2	0.20	1	0.20	2	0.5
8	NB_1_Internal	0.20	0.25	2	0.20	1	0.20	2	0.5

Scoring is Preliminary and for discussion of weighting criteria only

Facility Type - Assumptions

- Through open space: off road
- Along limited access highway: adjacent to road
- Along State route: 50% adjacent to / 50% on road
- Along local road: on road
- Along Northwest Drive: off-road
- Along Black Rock Ave: adjacent to road, from Crooked Street to Wooster Street. Tilcon quarry / high heavy truck traffic

Category	Score
7.33	
5.67	
7.00	
6.67	
6.00	
5.00	
4.00	
4.00	

22	P_3_Pul
23	P_1_Pas

1	NB_1_E
2	NB_1_P
4	NB_1_S
8	NB_1_I



Environmental

Map #	Alternative Alignment Name	Length of Alternative (miles)	Environmental (10%)											Category Score	
			Wetland Impact (acres)		100 Year Floodplain (% within)		NDDB ⁽¹⁾ (Y/N)		Negative Affect Historic Resources		Hazardous Material Site		Impervious Surface (acres)		
			Impact based on 20' wide buffer around Center Line	Wetland Impact Score	% of length within Floodplain	Floodplain Impact Score	Within a NDDB area Yes or No	NDDB Score	Number w/in 50' of Center Line	Historic Resources Score	Number w/in 10' of Center Line	Hazardous Material Site Score	New pavement (length x10' wide)		Impervious Surface Score
7	P_1_Employment_Commercial														
9	P_1_Parks_Recreation														
11	P_2_Parks_Recreation														
13	P_3_Parks_Recreation														
14	P_4_Parks_Recreation														
15	P_5_Parks_Recreation														
16	P_1_Schools														
17	P_1_Shopping_Entertainment														
18	P_2_Internal														
19	P_3_Internal														
20	P_1_Public														
21	P_2_Public														
22	P_3_Public														
23	P_1_Past_Studies														

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1	NB_1_Employment_Commercial														
2	NB_1_Parks_Recreation														
4	NB_1_Schools														
8	NB_1_Internal														

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(1) - Natural Diversity Database

(2) - Yes=1, No=0

Potential Property Impacts

Map #	Alternative Alignment Name	Length of Alternative (miles)	Potential Property Impacts (10%) (Center Line within 20' of property)					Category Score
			Private (number)		Public (number)			
			Number of Potential Impacts	Private Property Score	Number of Potential Impacts	Public Property Score		
7	P_1_Employment_Commercial	1.05	20	2	2	2	0.05	
9	P_1_Parks_Recreation	1.11	20	2	2	2	0.05	
11	P_2_Parks_Recreation	1.04	25	3	2	2	0.05	
13	P_3_Parks_Recreation	1.11	12	1	2	2	0.05	
14	P_4_Parks_Recreation	1.05	27	3	2	2	0.05	
15	P_5_Parks_Recreation	1.03	25	3	2	2	0.05	
16	P_1_Schools	1.05	20	2	2	2	0.05	
17	P_1_Shopping_Entertainment	1.15	20	2	2	2	0.05	
18	P_2_Internal	1.05	25	3	2	2	0.05	
19	P_3_Internal	1.11	20	2	2	2	0.05	
20	P_1_Public	1.05	20	2	2	2	0.05	
21	P_2_Public	1.05	20	2	2	2	0.05	
22	P_3_Public	1.05	20	2	2	2	0.05	
23	P_1_Past_Studies	1.05	20	2	2	2	0.05	

Scoring is Preliminary and for discussion of weighting criteria only

1	NB_1_Employment_Commercial
2	NB_1_Parks_Recreation
4	NB_1_Schools
8	NB_1_Internal

Scoring is Preliminary and for discussion of weighting criteria only

Costs

Map #	Alternative Alignment Name	Length of Alternative (miles)	Cost (5%)						
			\$ / LF Off road	\$ / LF on road	\$ / intersections	\$ / LF Maintenance MUT	\$ / LF maintenance On Road	Total Cost	Category Score
			Cost of design and Const of MUT	Cost of Design and Const of On Road	Cost of modification of a typical intersection	Cost of Annual Maintenance	Cost of Annual maintenance		
7	P_1_Employment_Commercial	4.35	\$2,415,975	\$4,831,950	\$24,159.75	\$5,639.94	\$20,819.80	\$2,415,975	34
9	P_1_Parks_Recreation	4.35	\$2,415,975	\$4,831,950	\$24,159.75	\$5,639.94	\$20,819.80	\$2,415,975	34
11	P_2_Parks_Recreation	4.35	\$2,415,975	\$4,831,950	\$24,159.75	\$5,639.94	\$20,819.80	\$2,415,975	34
13	P_3_Parks_Recreation	4.13	\$5,757,425	\$11,514,850	\$57,574.25	\$14,393.56	\$53,183.64	\$5,757,425	4
14	P_4_Parks_Recreation	5.05	\$8,008,925	\$16,017,850	\$80,089.25	\$20,022.41	\$72,080.59	\$8,008,925	4
15	P_5_Parks_Recreation	6.09	\$11,719,725	\$23,439,450	\$117,197.25	\$29,299.31	\$105,477.43	\$11,719,725	4
16	P_1_Schools	6.53	\$5,541,265	\$11,082,530	\$55,412.65	\$13,853.16	\$50,559.49	\$5,541,265	34
17	P_1_Shopping_Entertainment	4.35	\$2,415,975	\$4,831,950	\$24,159.75	\$5,639.94	\$20,819.80	\$2,415,975	34
18	P_2_Internal	4.35	\$2,415,975	\$4,831,950	\$24,159.75	\$5,639.94	\$20,819.80	\$2,415,975	34
19	P_3_Internal	4.35	\$2,415,975	\$4,831,950	\$24,159.75	\$5,639.94	\$20,819.80	\$2,415,975	34
20	P_1_Public	4.35	\$2,415,975	\$4,831,950	\$24,159.75	\$5,639.94	\$20,819.80	\$2,415,975	34
21	P_2_Public	4.35	\$2,415,975	\$4,831,950	\$24,159.75	\$5,639.94	\$20,819.80	\$2,415,975	34
22	P_3_Public	4.35	\$2,415,975	\$4,831,950	\$24,159.75	\$5,639.94	\$20,819.80	\$2,415,975	34
23	P_1_Past_Studies	4.35	\$2,415,975	\$4,831,950	\$24,159.75	\$5,639.94	\$20,819.80	\$2,415,975	34
1	NB_1_Employment_Commercial	4.35	\$2,415,975	\$4,831,950	\$24,159.75	\$5,639.94	\$20,819.80	\$2,415,975	34
2	NB_1_Parks_Recreation	4.35	\$2,415,975	\$4,831,950	\$24,159.75	\$5,639.94	\$20,819.80	\$2,415,975	34
4	NB_1_Schools	6.53	\$5,541,265	\$11,082,530	\$55,412.65	\$13,853.16	\$50,559.49	\$5,541,265	34
8	NB_1_Internal	4.35	\$2,415,975	\$4,831,950	\$24,159.75	\$5,639.94	\$20,819.80	\$2,415,975	34

Scoring is Preliminary
and for discussion of
weighting criteria only

Costs - Assumptions

- Design and Const off road facility - \$190/lf
 - If alignment goes through wetlands: boardwalk - \$60/sf
- Design and Const On Road facility - \$3.50/lf
- Cost per Intersection* - \$1,000 / intersection
- Maintenance Off Road facility \$0.40/lf
- Maintenance On Road facility – \$3.00/lf

Decision Matrix Summary

- Category Weightings
 - The Good
 - The Bad
 - The Ugly

Alternative Alignment Name	Overall Score	Connectivity (20%)	Safety/Security (25%)	Facility Type (30%)	Environmental (10%)	Potential Property Impacts (10%)	Cost (5%)
P_1_Employment_Commercial	5.99	6.0	6.0	7.5	6.7	6.5	6.0
P_1_Parks_Recreation	6.18	6.0	6.0	6.7	6.3	6.0	10.0
P_2_Parks_Recreation	6.56	6.0	6.0	7.0	7.7	6.0	10.0
P_3_Parks_Recreation	5.06	6.0	5.0	6.7	6.0	6.0	4.0
P_4_Parks_Recreation	4.94	6.0	6.0	6.0	6.0	6.0	2.0
P_5_Parks_Recreation	5.78	7.0	6.0	6.0	6.0	6.0	1.0
P_1_Schools	5.93	6.0	5.0	6.0	6.0	6.0	6.0
P_1_Shopping_Entertainment	5.21	6.0	5.0	6.0	6.0	6.0	6.0
P_2_Internal	6.08	6.0	6.0	6.0	6.0	6.0	1.0
P_3_Internal	4.80	6.0	6.0	6.0	6.0	6.0	6.0
P_1_Public	5.60	6.0	6.0	6.0	6.0	6.0	7.0
P_2_Public	6.36	6.0	6.0	6.0	7.0	6.0	6.0
P_3_Public	4.72	6.0	6.0	6.0	6.0	6.0	6.0
P_1_Past_Studies	5.15	6.0	6.0	6.0	6.0	6.0	6.0
NB_1_Employment_Commercial	7.98	7.0	7.0	10.0	6.5	6.0	1.0
NB_1_Parks_Recreation	4.90	6.0	6.0	5.0	6.0	5.5	4.0
NB_1_Schools	5.94	6.0	6.0	6.0	6.0	6.0	7.0
NB_1_Internal	1.00	6.0	6.0	6.0	6.0	10.0	10.0

Scoring is Preliminary and
for discussion of weighting
criteria only

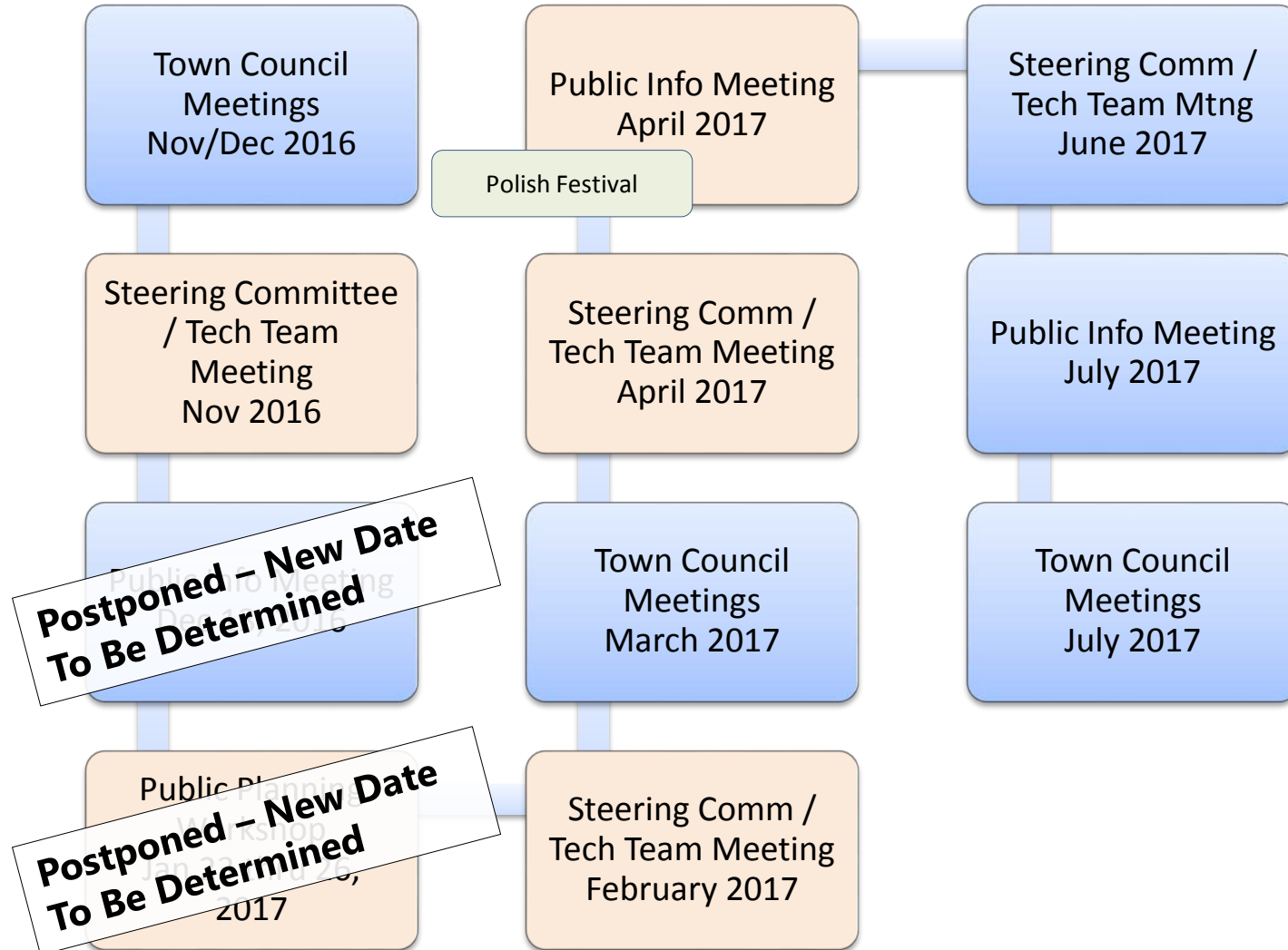
Next Steps

- Take the Top Alignments and refine them further
 - 4 for Plainville
 - 2 for New Britain
- Have these refined for the January Workshops
 - These workshops will assist in determining the final design product.
 - Workshop will entail attendees determining the best facility for different areas along the corridor.



Next Steps

NOTE: Future meeting dates are being revised



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