



Broadway Boulevard: Euclid to Country Club Improvement Project
Performance Measures Workbook Appendices for CTF
Charrette #3
APPENDICES

CHARRETTE FINAL DRAFT

March 7, 2014

Appendix A: Summary Performance Assessment Tables

Appendix B: Detailed Preliminary Capital Cost Estimate

Appendix C: Detailed Potential Acquisition Cost Estimate

Appendix A: Summary Performance Assessment Tables

The first table, two pages long, following this sheet provides a summary performance assessment for the three street concept design alignments and the four right of way alignments that were prepared prior to the Charrette. The second table, three pages long, provides a summary performance assessment for several alternative concepts that were proposed by Task Force members during the Charrette.

Performance Measure — Initial Street Design Concept Alternatives	4-Lane (Min. Direct Bldg. Impact)	4-Lane (Min. Property Impact)	4+2T Lane (Min. Direct Bldg. Impact)	4+2TLane (Min. Property Impact)	6-Lane (Min. Direct Bldg. Impact)	6-Lane (Min. Property Impact)	6+2TLane (Min. Property Impact)	Page No
1. Pedestrian Access and Mobility								8
1a. Functionality of Streetside for Pedestrian Activity: Degree to which there is enough width to support desired pedestrian activity, landscaping, street furnishings and other improvements.	+	++					+++	8
1b. Separation from Vehicular Traffic: Width and design character of area between outside edge of vehicle lane and sidewalk.	+++	++1/2					++1/2	11
1e. Pedestrian Crossings: Ease of crossing Broadway and side streets intersecting with Broadway on foot.	+		O				-	13
1f. Vehicle / Pedestrian Conflicts at Driveways: Degree to which conflicts between pedestrians and vehicles exist at driveways for site access; strongly related to Performance Measure 2b.	+	+1/2					++	15
2. Bicycle Access and Mobility								16
2a. Separation of Bikes and Arterial Traffic: Degree to which the street design elements allow separation of cyclists from vehicular traffic.	+1/2	++					++1/2	16
2b. Crossing Conflicts Between Bicycles and Vehicles: The frequency of points where vehicles cross the bike lane and the ability of the street design to mitigate those potential conflicts. Potential conflicts and level of comfort for bicyclists making turns at intersections with crossing streets.	+	+1/2					++	18
2e. Bike Network Connections: Convenience and safety of access to surrounding bike network. NOTE – existing conditions is considered O	++		+				-	20
2f. Bicycle Corridor Travel Time: The time it takes for average bicyclists to travel the length of Broadway. NOTE – existing conditions is likely comparable with a O	~13.5 minutes O		~13.5 minutes O		~13.5 minutes O		~13.5 minutes O	22
2g. Bike Crossing: Convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway.	O		O				-	24
3. Transit Access and Mobility								26
3b. Transit Stop Facilities: Design qualities of transit stops for comfort and safety of riders and to support improved aesthetics and community character.	+	++					+++	26
3c. Transit Corridor Travel Time: The time it takes to travel the length of the Broadway project by transit.	18.8 minutes (PM eastbound) --- 14.3 minutes (PM westbound) +		13.7 minutes (PM eastbound) O 13.5 minutes (PM westbound) +1/2		13.8 minutes (PM eastbound) O 14.0 minutes (PM westbound) +		12.9 minutes (PM eastbound) +1/2 13.9 minutes (PM westbound) +	28
3e. Frequency and Hours of Service: The frequency at which transit service stops along Broadway and for what period of week and weekend days. Hours of Service is not dependent on design of the street.	Local Bus every 10 minutes during peak period O Limited Stop Bus every 30 minutes during peak period O							31
3f. Accommodation of Future High Capacity Transit: The ability of the roadway and roadside design to accommodate future high capacity transit. This can ultimately improve performance of design concepts in relation to other transit performance measures.	-		++		O		++	32
3g. Riders per Vehicle: Average number of daily riders per transit vehicle or per peak hour transit vehicle.	500 total riders in peak hour + 60 riders per Local Bus in peak hour + 40 riders per Limited Stop Bus in peak hour +							34
4. Vehicular Access and Mobility								35
4a. Movement of Through Traffic During Peak Traffic Periods: Effectiveness of moving through vehicular traffic, which affects a variety of other transportation, environment, and economic factors.	- 1/2		---		O		1/2	35
4b. Intersection Delay – Overall Intersection Performance: Signalized intersection performance measured as average vehicle (auto, transit) delay. [Average ranked performance]	3		3.5		1.5		2	39
4c. Intersection Delay – Worst Movement: Worst delay for a single vehicular movement on Broadway or cross streets at intersections.	See full text section of Performance Measures 4c and 4b							41

Performance Measure — Initial Street Design Concept Alternatives	4-Lane (Min. Direct Bldg. Impact)	4-Lane (Min. Property Impact)	4+2T Lane (Min. Direct Bldg. Impact)	4+2T Lane (Min. Property Impact)	6-Lane (Min. Direct Bldg. Impact)	6-Lane (Min. Property Impact)	6+2T Lane (Min. Property Impact)	Page No
4e. Lane Continuity: The degree to which the number of lanes in the roadway is consistent.	<ul style="list-style-type: none"> Contributes to Delay East Bound at Euclid Contributes to Delay West Bound at Country Club 		<ul style="list-style-type: none"> Contributes to Delay East Bound at Euclid Contributes to Delay West Bound at Country Club 		Lane continuity not an issue for this alternative		<ul style="list-style-type: none"> Contributes to Delay West Bound at Euclid Contributes to Delay East Bound at Country Club 	42
4f. Access Management for Adjacent Properties: The reduction of number and size of driveway and street access from Broadway.	See full text section for Performance Measure							43
5. Person Access and Mobility								44
5a. Person Trips for Multiple Measures: Multi-modal measures allowing evaluations on a per person basis.	--		---		O		-	44
10a. Ability to Provide for Changing Transportation Needs: This performance measure allows for assessment of the ability of the Broadway design concepts to adapt to changing transportation demands over time with the goal of minimizing the need for additional right of way and other capital investment.	+	+					+1/2	70
6. Sense of Place								46
6a. Historic Resources: Number of historic structures lost due to direct impact and loss of usefulness resulting from parking, setback, site access and other conditions. (Direct Building Impacts = Impacts, and High Risk for Acquisition = At Risk)	Impacts =2 At High Risk =78	Impacts =15 At High Risk =35					Impacts =39 At High Risk =28	46
6b. Significant Resources: Number of significant structures lost due to direct impact and loss of usefulness resulting from parking, setback, site access and other conditions. (Direct Building Impacts = Impacts, and High Risk for Acquisition = At Risk)	Impacts =0 At High Risk =1	Impacts =0 At High Risk =0					Impacts =0 At High Risk =2	49
6c. Visual Quality: Ability of the street design to enhance the visual quality along it, including its relationship and impacts to the existing and future visual character of adjacent uses. NOTE – assessment of existing conditions results in a -- rating	+	++					O	51
7. Environment and Public Health								54
7a. Greenhouse Gases: Application design features that can reduce greenhouse gas emissions.	-- 1/2		--		-		-	54
7b. Other Tailpipe Emissions: Use of design features that can reduce particulates and other tailpipe emissions, which can affect public health in areas adjacent to Broadway.	-- 1/2		--		-		-	56
7c. Heat Island: Use of shade and other design features of the improvements to Broadway that can reduce the heat created by the sun shining on Broadways road pavement and sidewalks. NOTE – existing conditions ratings - Full Length: O West of Martin: ++ East of Martin: -	Full Length: O West of Martin: O East of Martin: -	Full Length: + West of Martin: O East of Martin: +					Full Length: - West of Martin: -- East of Martin: +	58
7d. Water Harvesting and Green Streets Stormwater Management: The degree to which the roadway is graded to drain stormwater into landscaped areas where its flow rate can be reduced, its water quality improved, and it can provide irrigation for the plants in the landscaped areas.	+	+					++	60
8. Economic Vitality								62
8a. Change in Economic Potential: Suitability of parcels along Broadway to provide for current commercial or residential use, repurposed, or adaptive reuse, or to provide future mix of commercial and residential uses, and open space.	Near-term: O Long-term: + to +++	Near-term: O Long-term: + to +++	Near-term: -1/2 Long-term: - to ++	Near-term: -1/2 Long-term: - to ++	Near-term: -1/2 Long-term: - to ++	Near-term: -1/2 Long-term: - to ++	Near-term: --- Long-term: --- to +	62
9. Project Cost								66
9a. Construction Cost: Total construction cost of planned improvements.	\$23,306,000	\$22,614,000					\$30,103,000	66
9b. Acquisition Cost: Total cost of purchasing property, relocation costs, and other costs associated with acquisition of property.	Gross cost: \$48,600,000 Net cost after resale: \$18,700,000 – \$37,400,000	Gross cost: \$35,000,000 Net cost: after resale: \$11,300,000 – \$26,100,000	Gross cost: \$66,400,000 Net cost: after resale: \$30,700,000 – \$53,000,000	Gross cost: \$44,100,000 Net cost: after resale: \$15,500,000 – \$33,400,000	Gross cost: \$66,400,000 Net cost: after resale: \$30,700,000 – \$53,000,000	Gross cost: \$44,100,000 Net cost: after resale: \$15,500,000 – \$33,400,000	Gross cost: \$53,000,000 Net cost after resale: \$20,500,000 – \$40,800,000	67

Performance Measure — Task Force Requested Alternatives	4-Lane (Min. Property Impact): West of Martin; to the north	4-Lane (Min. Property Impact): West of Martin; to the south	6-Lane (Min. Property Impact): East of Martin	Combined 4-Lane West of Martin/ 6-Lane East of Martin	6-Lane with wide median	6+2T with LRT in the median	Page No
1. Pedestrian Access and Mobility							8
1a. Functionality of Streetside for Pedestrian Activity: Degree to which there is enough width to support desired pedestrian activity, landscaping, street furnishings and other improvements.	++	++			+++	+++	8
1b. Separation from Vehicular Traffic: Width and design character of area between outside edge of vehicle lane and sidewalk.	++1/2	++1/2			++1/2	++1/2	11
1e. Pedestrian Crossings: Ease of crossing Broadway and side streets intersecting with Broadway on foot.	+	+	o	1/2	o	-	13
1f. Vehicle / Pedestrian Conflicts at Driveways: Degree to which conflicts between pedestrians and vehicles exist at driveways for site access; strongly related to Performance Measure 2b.	+1/2	+1/2			++	++	15
2. Bicycle Access and Mobility							16
2a. Separation of Bikes and Arterial Traffic: Degree to which the street design elements allow separation of cyclists from vehicular traffic.	++	++			++1/2	++1/2	16
2b. Crossing Conflicts Between Bicycles and Vehicles: The frequency of points where vehicles cross the bike lane and the ability of the street design to mitigate those potential conflicts. Potential conflicts and level of comfort for bicyclists making turns at intersections with crossing streets.	+1/2	+1/2			++	++	18
2e. Bike Network Connections: Convenience and safety of access to surrounding bike network. NOTE – existing conditions is considered o	++	++	+	+1/2	+	-	20
2f. Bicycle Corridor Travel Time: The time it takes for average bicyclists to travel the length of Broadway. NOTE – existing conditions is likely comparable with a o	~13.5 minutes o						22
2g. Bike Crossing: Convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway.	-	-	o	1/2	o	-	24
3. Transit Access and Mobility							26
3b. Transit Stop Facilities: Design qualities of transit stops for comfort and safety of riders and to support improved aesthetics and community character.	++	++			++	++++	26
3c. Transit Corridor Travel Time: The time it takes to travel the length of the Broadway project by transit.	Likely between time for 4-lane and 6-lane options				13.8 minutes (PM eastbound) o 14.0 minutes (PM westbound) +	Likely shorter travel time than 6 + 2T	28
3e. Frequency and Hours of Service: The frequency at which transit service stops along Broadway and for what period of week and weekend days. Hours of Service is not dependent on design of the street.	Local Bus every 10 minutes during peak period o Limited Stop Bus every 30 minutes during peak period o					Local bus same; Phoenix LRT every 12 minutes for most of day	31
3f. Accommodation of Future High Capacity Transit: The ability of the roadway and roadside design to accommodate future high capacity transit. This can ultimately improve performance of design concepts in relation to other transit performance measures.	-		o	1/2	++++	++++	32
3g. Riders per Vehicle: Average number of daily riders per transit vehicle or per peak hour transit vehicle.	500 total riders in peak hour + 60 riders per Local Bus in peak hour + 40 riders per Limited Stop Bus in peak hour +						34
4. Vehicular Access and Mobility							35
4a. Movement of Through Traffic During Peak Traffic Periods: Effectiveness of moving through vehicular traffic, which affects a variety of other transportation, environment, and economic factors.	- 1/2		---	Somewhat worse than average of the two because of lane reduction	o	Even with mode shift, increase in travel time over 6 + 2T	35

Performance Measure — Task Force Requested Alternatives	4-Lane (Min. Property Impact): West of Martin; to the north	4-Lane (Min. Property Impact): West of Martin; to the south	6-Lane (Min. Property Impact): East of Martin	Combined 4-Lane West of Martin/ 6-Lane East of Martin	6-Lane with wide median	6+2T with LRT in the median	Page No
4b. Intersection Delay – Overall Intersection Performance: Signalized intersection performance measured as average vehicle (auto, transit) delay. [Average ranked performance]	3		3.5	Intersections would perform similarly 4 and 6 except Campbell which would likely be worse	1.5	Even with mode shift, increase in travel time over 6 + 2T	39
4c. Intersection Delay – Worst Movement: Worst delay for a single vehicular movement on Broadway or cross streets at intersections.	See full text section of Performance Measures 4c and 4b						41
4e. Lane Continuity: The degree to which the number of lanes in the roadway is consistent.	<ul style="list-style-type: none"> Contributes to Delay East Bound at Euclid Contributes to Delay West Bound at Country Club 				Lane continuity not an issue for this alternative		42
4f. Access Management for Adjacent Properties: The reduction of number and size of driveway and street access from Broadway.	See full text section for Performance Measure						43
5. Person Access and Mobility							
5a. Person Trips for Multiple Measures: Multi-modal measures allowing evaluations on a per person basis.	--		0	requires more detailed analysis	0	requires more detailed analysis	44
10a. Ability to Provide for Changing Transportation Needs: This performance measure allows for assessment of the ability of the Broadway design concepts to adapt to changing transportation demands over time with the goal of minimizing the need for additional right of way and other capital investment.	+	+			requires more detailed analysis	requires more detailed analysis	70
6. Sense of Place							
6a. Historic Resources: Number of historic structures lost due to direct impact and loss of usefulness resulting from parking, setback, site access and other conditions. (Direct Building Impacts = Impacts, and High Risk for Acquisition = At Risk)	Impacts: 16 High Risk: 13	Impacts: 13 High Risk: 18	Impacts: 10 High Risk: 67	Impacts: 29 High Risk: 31	Impacts: 44 High Risk: 47 *may be fewer impacts at major intersections	Impacts: 44 High Risk: 47	46
6b. Significant Resources: Number of significant structures lost due to direct impact and loss of usefulness resulting from parking, setback, site access and other conditions. (Direct Building Impacts = Impacts, and High Risk for Acquisition = At Risk)	Impacts: 0 High Risk: 0	Impacts: 0 High Risk: 0	Impacts: 0 High Risk: 0	Impacts: 0 High Risk: 0	Impacts: 0 High Risk: 2 *may be fewer impacts at major intersections	Impacts: 0 High Risk: 2	49
6c. Visual Quality: Ability of the street design to enhance the visual quality along it, including its relationship and impacts to the existing and future visual character of adjacent uses. NOTE – assessment of existing conditions results in a -- rating	++	++			0	0	51
7. Environment and Public Health							
7a. Greenhouse Gases: Application design features that can reduce greenhouse gas emissions.	-- 1/2		--	-- 1/2	-	requires more detailed analysis	54
7b. Other Tailpipe Emissions: Use of design features that can reduce particulates and other tailpipe emissions, which can affect public health in areas adjacent to Broadway.	-- 1/2		--	-- 1/2	-	requires more detailed analysis	56
7c. Heat Island: Use of shade and other design features of the improvements to Broadway that can reduce the heat created by the sun shining on Broadways road pavement and sidewalks. NOTE – existing conditions ratings - Full Length: 0 West of Martin: ++ East of Martin: -	0	0			Full length: 1/2 West of Martin: - 1/2 East of Martin: +1/2	Full length: - West of Martin: -- East of Martin: +	58
7d. Water Harvesting and Green Streets Stormwater Management: The degree to which the roadway is graded to drain stormwater into landscaped areas where its flow rate can be reduced, its water quality improved, and it can provide irrigation for the plants in the landscaped areas.	+	+			++1/2	++	60

Performance Measure — Task Force Requested Alternatives	4-Lane (Min. Property Impact): West of Martin; to the north	4-Lane (Min. Property Impact): West of Martin; to the south	6-Lane (Min. Property Impact): East of Martin	Combined 4-Lane West of Martin/ 6-Lane East of Martin	6-Lane with wide median	6+2T with LRT in the median	Page No
8. Economic Vitality							62
8a. Change in Economic Potential: Suitability of parcels along Broadway to provide for current commercial or residential use, repurposed, or adaptive reuse, or to provide future mix of commercial and residential uses, and open space.	Near-term: ○ Long-term: + to +++	Near-term: ○ Long-term: + to +++	Near-term: -1/2 Long-term: - to ++	Near-term: - Long-term: ○ to ++1/2	Near-term: --- Long-term: --- to +	Near-term: --- Long-term: --- to +	62
9. Project Cost							66
9a. Construction Cost: Total construction cost of planned improvements.	cannot be determined at this time	cannot be determined at this time	cannot be determined at this time	cannot be determined at this time	cannot be determined at this time	cannot be determined at this time	66
9b. Acquisition Cost: Total cost of purchasing property, relocation costs, and other costs associated with acquisition of property.		Approximately \$10 million more than north			cannot be determined	cannot be determined	67

Appendix B: Detailed Preliminary Capital Cost Estimate

The following cost estimate is a revised version of the cost estimate prepared prior to the charrette. The 6-Lane cost is based on assumed level of improvements based on reductions to the street cross section width compared with the 4-Lane Minimize Property Impacts alternative.

Detailed Preliminary Capital Cost Estimate

Item	Unit	Alt 1. 4 Lane Minimizing Building Impacts			Alt 2. 4 Lane Minimizing Property Impacts			Alt 3. 6 + 2 Lanes			6 Lanes (Approximate)		
		Unit Price	Quantity	Cost	Unit Price	Quantity	Cost	Unit Price	Quantity	Cost	Unit Price	Quantity	Cost
Removals	L.Sum	\$1,978,343	1	\$1,978,343	\$1,978,343	1	\$1,978,343	\$3,714,915	1	\$3,714,915	\$2,808,877	1	\$2,808,877
Pavement	L.Sum	3,142,520	1	3,142,520	2,817,200	1	2,817,200	4,471,468	1	4,471,468	3,644,334	1	3,644,334
Drainage	L.Sum	2,778,000	1	2,778,000	2,778,000	1	2,778,000	2,870,000	1	2,870,000	2,822,000	1	2,822,000
Sidewalk	S.F.	5.00	139,272	696,360	5.00	135,648	678,240	5.00	135,344	676,720	5.00	135,648	678,240
Curb & Gutter	L.Ft.	14.00	49,680	695,520	14.00	44,013	616,177	14.00	46,227	647,178	14.00	44,013	616,177
Pavement Marking	L.Ft.	0.90	58,200	52,380	0.90	58,200	52,380	0.90	89,450	80,505	0.90	65,500	58,950
Signing	Each	400	65	26,000	400	65	26,000	400	65	26,000	400	65	26,000
Traffic Signals	Each	230,000	10	2,300,000	230,000	10	2,300,000	230,000	10	2,300,000	230,000	10	2,300,000
Utilities	L.Ft.	224.00	10,100	2,262,400	224.00	10,100	2,262,400	316.00	10,100	3,191,600	268.00	10,100	2,706,800
Street Lights	S.Y.	2.00	74,067	148,133	2.00	74,067	148,133	2.00	125,689	251,378	2.00	98,756	197,511
Screen Walls	S.F.	20.00	7,525	150,500	20.00	7,525	150,500	20.00	7,525	150,500	20.00	7,525	150,500
Landscaping & Aesthetics	L.Sum	996,111	1	996,111	966,516	1	966,516	1,286,618	1	1,286,618	1,120,657	1	1,120,657
Const. Survey	L.Sum	152,263	1	152,263	147,739	1	147,739	196,669	1	196,669	171,300	1	171,300
Other Items	L.Sum	1,522,627	1	1,522,627	1,477,389	1	1,477,389	1,966,688	1	1,966,688	1,713,005	1	1,713,005
Maintenance of Traffic	L.Sum	1,522,627	1	1,522,627	1,477,389	1	1,477,389	1,966,688	1	1,966,688	1,713,005	1	1,713,005
Mobilization (10%)	L.Sum	1,842,378	1	1,842,378	1,787,641	1	1,787,641	2,379,693	1	2,379,693	2,072,736	1	2,072,736
			15% Contingency:	3,039,924		15% Contingency:	2,949,607		15% Contingency:	3,926,493		15% Contingency:	3,420,014
		Total Construction Cost: \$23,306,000			Total Construction Cost: \$22,614,000			Total Construction Cost: \$30,103,000			Total Construction Cost: \$26,220,000		

Notes:

1. Except for Alternative 4, areas of pavement and lengths of curb are measured from the respective layout drawings.
2. Pavement area for Alternative 4 is based on average of Alternatives 2 and 3, widened or narrowed as appropriate for the 5th and 6th lanes.
3. Curb length for Alternative 4 is assumed equal to that of Alternative 2.
4. Sidewalk lengths for Alternative 1-3 are based on layout drawings. Length for Alternative 4 is assume equal to that of Alternative 2.

Appendix C: Detailed Potential Acquisition Cost Estimate

The following table provides more detail on the potential extent of different types of impacts for the three street design concept alternatives that were prepared for the charrette as full initial alignment drawings illustrating curb lines, medians, etc. and for the two right of way alignment alternatives that showed alignment off right of way lines, not the detail of curbs, etc.

March 7, 2014 -- mtj

Assumed Return per SF: \$15.00 \$40.00

Alternative	Constr Cost (\$millions)	Right-of-way Cost			Remnant Parcels -- Cost Recovery							Net Project Cost (\$millions)	
		Impact Type	Raw Acq Cost (\$millions)	% Acquired	Assume for R/W Cost (\$millions)	Impact Type	Raw Area (sq.ft.)	% Acquired	Assumed Cost Recovery \$/sq.ft.	Cost Recovered (\$millions)	Assumed Cost Recovery \$/sq.ft.		Cost Recovered (\$millions)
4-Lane (Minimizes Building Impacts)		Building Impacts	\$1.2	1.00	\$1.2	Building Impacts	29,979	1.00	\$15.00	\$0.4	\$40.00	\$1.2	
		High Risk Commercial	\$56.4	0.75	\$42.3	High Risk Commercial	786,441	0.75	\$15.00	\$8.8	\$40.00	\$23.6	
		High Risk Residential	\$2.8	1.00	\$2.8	High Risk Residential	77,444	1.00	\$15.00	\$1.2	\$40.00	\$3.1	
		Moderate Risk	\$9.2	0.25	\$2.3	Moderate Risk	203,663	0.25	\$15.00	\$0.8	\$40.00	\$2.0	
		\$23.3		\$69.6			1,097,527			\$11.2		\$29.9	\$42.0 to \$60.7
4-Lane (Minimizes Property Impacts)		Building Impacts	\$12.5	1.00	\$12.5	Building Impacts	198,700	1.00	\$15.00	\$3.0	\$40.00	\$7.9	
		High Risk Commercial	\$26.5	0.75	\$19.9	High Risk Commercial	364,762	0.75	\$15.00	\$4.1	\$40.00	\$10.9	
		High Risk Residential	\$0.9	1.00	\$0.9	High Risk Residential	58,879	1.00	\$15.00	\$0.9	\$40.00	\$2.4	
		Moderate Risk	\$6.4	0.25	\$1.6	Moderate Risk	242,669	0.25	\$15.00	\$0.9	\$40.00	\$2.4	
		\$22.6		\$46.4			865,010			\$8.9		\$23.7	\$33.9 to \$48.7
6-Lane (Minimizes Building Impacts)		Building Impacts	\$18.2	1.00	\$18.2	Building Impacts	274,469	1.00	\$15.00	\$4.1	\$40.00	\$11.0	
		High Risk Commercial	\$57.6	0.75	\$43.2	High Risk Commercial	632,334	0.75	\$15.00	\$7.1	\$40.00	\$19.0	
		High Risk Residential	\$1.4	1.00	\$1.4	High Risk Residential	61,833	1.00	\$15.00	\$0.9	\$40.00	\$2.5	
		Moderate Risk	\$14.2	0.25	\$3.5	Moderate Risk	328,339	0.25	\$15.00	\$1.2	\$40.00	\$3.3	
		\$26.2		\$91.5						\$13.4		\$35.7	\$56.9 to \$79.2
6-Lane (Minimizes Property Impacts)		Building Impacts	\$22.4	1.00	\$22.4	Building Impacts	282,713	1.00	\$15.00	\$4.2	\$40.00	\$11.3	
		High Risk Commercial	\$28.0	0.75	\$21.0	High Risk Commercial	444,945	0.75	\$15.00	\$5.0	\$40.00	\$13.3	
		High Risk Residential	\$-	1.00	\$-	High Risk Residential	30,835	1.00	\$15.00	\$0.5	\$40.00	\$1.2	
		Moderate Risk	\$2.6	0.25	\$0.7	Moderate Risk	265,629	0.25	\$15.00	\$1.0	\$40.00	\$2.7	
		\$26.2		\$53.0			1,024,122			\$10.7		\$28.5	\$41.7 to \$59.6
6+2T Lane		Building Impacts	\$28.4	1.00	\$28.4	Building Impacts	403,597	1.00	\$15.00	\$6.1	\$40.00	\$16.1	
		High Risk Commercial	\$31.7	0.75	\$23.8	High Risk Commercial	481,120	0.75	\$15.00	\$5.4	\$40.00	\$14.4	
		High Risk Residential	\$0.5	1.00	\$0.5	High Risk Residential	22,591	1.00	\$15.00	\$0.3	\$40.00	\$0.9	
		Moderate Risk	\$1.3	0.25	\$0.3	Moderate Risk	101,509	0.25	\$15.00	\$0.4	\$40.00	\$1.0	
		\$30.1		\$61.9			1,008,817			\$12.2		\$32.5	\$50.6 to \$70.9

Notes:

"Building Impacts" indicates buildings directly impacted. Proposed right-of-way would encompass or pass through the existing structure.

"High Risk Commercial" indicates commercial property at high risk for acquisition, primarily due to loss of parking and/or access to the extent that it is no longer economically viable.

"High Risk Residential" indicates originally residential property at high risk for acquisition, also likely due to loss of parking and/or access and loss of economic viability.

"Moderate" is moderate risk for acquisition, typically indicating partial acquisition that does not cause loss of parking or otherwise threaten its economic viability.