

Paoli Transportation Center Highway Improvements Alternatives Analysis Matrix	No Build (DY 2040)	SR 1005 Section PTC Concepts				
		Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Measures of Effectiveness						
<b>PURPOSE &amp; NEED</b>						
Improve vertical geometry on North Valley Road	No	Yes	Yes	Yes	Yes	Yes
Remove the existing functionally obsolete rating of the structure carrying SR 1005 over the railroad tracks	No	Yes	Yes	Yes	Yes	Yes
Improve the offset configuration of East/West Central Avenue and SR 1005	No	Yes	Yes	Yes	Yes	No
Improve bicycle and pedestrian access to the station	No	Yes	Yes	Yes	Yes	Yes
Relieve congestion within the local roadways and intersections surrounding the Paoli Train Station	No	Yes	Yes	Yes	Yes	Yes
Strengthen the linkage between the train station and local businesses	No	Yes	Yes	Yes	Yes	Yes
Provide safe and efficient travel for the commuting vehicular and pedestrian traffic	No	Yes	Yes	Yes	Yes	Yes
<b>TRAFFIC OPERATIONS</b>						
Average Peak Hour Delays (weighted average of both AM & PM peaks in seconds)	77.0	24.4	25.6	24.0	24.6	22.4
Queuing Conditions (queues not accommodated by expected storage/spacing)	20	19	23	16	20	19
Non-Local Traffic Impacts to Local Roads	High	Low	Med	Med	High	Med
Vehicular Conflict Points (total)	107	81	105	81	105	96
Pedestrian Conflict Points (total)	51	49	57	49	57	64
Bicycle Connectivity	Low	High	High	High	High	Low
<b>ENVIRONMENTAL IMPACTS</b>						
Right of Way Impacts (Affected Properties)	-	25	21	24	19	26
Approximate Required Right-of-Way Area (Acre)	-	3.13	3.16	3.48	3.42	4.30
Properties with Building 50 years or Older Potentially Affected	-	21	17	20	15	21
Displacements (residential/commercial or industrial) <sup>1</sup>	-	4	4	4	4	4
Approximate Residual Acreage Available for Station Square Redevelopment	6.4	5.2	5.4	4.6	4.7	3.6
Approximate Displaced Parking Spaces in the Church Parking Lot	-	10	10	10	10	35
<b>ENGINEERING DESIGN</b>						
Anticipated Design Exceptions	-	1	1	1	1	1
Number of Road Network Intersections within Limits (Valley Rd, Central Ave, Relocated Valley Rd, Bracken Ave)	6	5	5	5	5	7
Complexity of Construction (Low-Med-High)	-	Med	Med	Med	Med	Med
Additional Railroad/Catenary Impacts	-	No	No	No	No	Yes
<b>Risk / Project Development Time</b>						
Right of Way / Station Square	-	Low	Low	Low	Low	High
<b>ESTIMATED COST</b>						
TOTAL COST	-	\$15.3 M	\$15.9 M	\$12.9 M	\$12.7 M	\$12.1 M

**Notes:**

- 1 - Does not include displacement of buildings on the proposed Station Square re-development site.
- 2 - Community support based on results from the McMahon study, *Paoli Road Improvement Feasibility Study & Public Participation Project*, dated March 2015.
- 3 - Assumes community support would be similar to support shown for Alternatives A & B in the McMahon study based on similarities between the alternatives.