Appendix E

Evaluation Matrix
| Concept A | Concept B | Concept C | Concept D | Concept E | Concept F | Concept G | Concept H | Concept I | Concept J | Concept K | Concept L | Concept M | Concept N | Concept O | Concept P |
|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| NO       | NO       | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | NO       | NO       |          |

### Evaluation Criteria

- **NO**-like criteria need to be met before progressing to the next stage. Each criterion is evaluated on a scale of 1 to 5, where 1 indicates a strong negative impact and 5 indicates a strong positive impact.

#### Objective 1.1: The proposed corridor needs to be able to accommodate the existing and projected transportation mobility needs.

| Concept A | Concept B | Concept C | Concept D | Concept E | Concept F | Concept G | Concept H | Concept I | Concept J | Concept K | Concept L | Concept M | Concept N | Concept O | Concept P |
|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| NO       | NO       | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | NO       | NO       |          |

#### Objective 1.2: The corridor design must ensure safety and accessibility.

| Concept A | Concept B | Concept C | Concept D | Concept E | Concept F | Concept G | Concept H | Concept I | Concept J | Concept K | Concept L | Concept M | Concept N | Concept O | Concept P |
|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| NO       | NO       | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | NO       | NO       |          |

#### Objective 1.3: The proposed corridor must be economically feasible.

| Concept A | Concept B | Concept C | Concept D | Concept E | Concept F | Concept G | Concept H | Concept I | Concept J | Concept K | Concept L | Concept M | Concept N | Concept O | Concept P |
|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| NO       | NO       | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | NO       | NO       |          |

### Evaluation Matrix

- **February 22, 2007**

#### Regional Transportation System

| Concept A | Concept B | Concept C | Concept D | Concept E | Concept F | Concept G | Concept H | Concept I | Concept J | Concept K | Concept L | Concept M | Concept N | Concept O | Concept P |
|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| NO       | NO       | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | LIKELY   | NO       | NO       |          |

#### Transportation Benefits

- **$27.6M** (including $5M for bridge improvements)
- **$21.8M** (including $4M for bridge improvements)
- **$26.3M** (including $5M for bridge improvements)
- **$29.4M** (including $5M for bridge improvements)
- **$26.9M** (including $5M for bridge improvements)
- **$23.5M** (including $5M for bridge improvements)
- **$20.8M** (including $5M for bridge improvements)
- **$17.7M** (including $5M for bridge improvements)
- **$17.7M** (including $5M for bridge improvements)
### Evaluation Matrix

**Objective 1:** The proposed corridor eases the long-term local transportation needs in the Northfield/Stearns area.

- **Concept 1A:** NO
- **Concept 1B:** NO
- **Concept 2:** LIKELY
- **Concept 3A:** NOT LIKELY
- **Concept 3B:** NOT LIKELY
- **Concept 4A:** NO
- **Concept 4B:** NO
- **Concept 5A:** LIKELY
- **Concept 5B:** LIKELY
- **Concept 6B:** LIKELY
- **Concept 7B:** NOT LIKELY
- **Concept 8B:** NOT LIKELY

**Evaluation Criteria:**
- **Small Land Use and Transportation:** NO
- **Coveted and Potential Local Railroad Improvements:** NO
- **Significant Success in Meeting Key Land Use Goals:** NOT LIKELY
- **Impact on Local Economy and Tax Base:** LIKELY
- **Support for Local Economic Development:** LIKELY
- **Local Support for Local Economic Development:** LIKELY
- **Local Support for Local Economic Development:** LIKELY
- **Local Support for Local Economic Development:** LIKELY

**Objective 2:** The proposed corridor eases the long-term local land use and affordability issues in Sturrington and Northfield.

- **Concept 1A:** NO
- **Concept 1B:** NO
- **Concept 2:** NOT LIKELY
- **Concept 3A:** NOT LIKELY
- **Concept 3B:** NOT LIKELY
- **Concept 4A:** NO
- **Concept 4B:** NO
- **Concept 5A:** LIKELY
- **Concept 5B:** LIKELY
- **Concept 6B:** LIKELY
- **Concept 7B:** LIKELY
- **Concept 8B:** LIKELY

**Evaluation Criteria:**
- **Proprietary Information on Future Land Use Planning and Development:** NO
- **Viable Planning Tools for Local Economic Development:** LIKELY
- **Support for Local Economic Development:** LIKELY
- **Support for Local Economic Development:** LIKELY
- **Support for Local Economic Development:** LIKELY
- **Support for Local Economic Development:** LIKELY
- **Support for Local Economic Development:** LIKELY
- **Support for Local Economic Development:** LIKELY

**Objective 3:** The proposed corridor enhances local water quality and watershed.

- **Concept 1A:** NO
- **Concept 1B:** NO
- **Concept 2:** LIKELY
- **Concept 3A:** YES
- **Concept 3B:** YES
- **Concept 4A:** YES
- **Concept 4B:** YES
- **Concept 5A:** LIKELY
- **Concept 5B:** LIKELY
- **Concept 6B:** LIKELY
- **Concept 7B:** LIKELY
- **Concept 8B:** LIKELY

**Evaluation Criteria:**
- **Potential for Rendering Local Wastewater Facilities Inoperable:** YES
- **Potential for Rendering Local Wastewater Facilities Inoperable:** YES
- **Potential for Rendering Local Wastewater Facilities Inoperable:** YES
- **Potential for Rendering Local Wastewater Facilities Inoperable:** YES
- **Potential for Rendering Local Wastewater Facilities Inoperable:** YES
- **Potential for Rendering Local Wastewater Facilities Inoperable:** YES
- **Potential for Rendering Local Wastewater Facilities Inoperable:** YES
- **Potential for Rendering Local Wastewater Facilities Inoperable:** YES

**Objective 4:** The proposed corridor increases employment and economic opportunities.

- **Concept 1A:** NOT LIKELY
- **Concept 1B:** NOT LIKELY
- **Concept 2:** PENDING FURTHER ANALYSIS
- **Concept 3A:** NOT LIKELY
- **Concept 3B:** NOT LIKELY
- **Concept 4A:** PENDING FURTHER ANALYSIS
- **Concept 4B:** PENDING FURTHER ANALYSIS
- **Concept 5A:** PENDING FURTHER ANALYSIS
- **Concept 5B:** PENDING FURTHER ANALYSIS
- **Concept 6B:** PENDING FURTHER ANALYSIS
- **Concept 7B:** PENDING FURTHER ANALYSIS
- **Concept 8B:** PENDING FURTHER ANALYSIS

**Evaluation Criteria:**
- **Potential for Rendering Local Wastewater Facilities Inoperable:** YES
- **Potential for Rendering Local Wastewater Facilities Inoperable:** YES
- **Potential for Rendering Local Wastewater Facilities Inoperable:** YES
- **Potential for Rendering Local Wastewater Facilities Inoperable:** YES
- **Potential for Rendering Local Wastewater Facilities Inoperable:** YES
- **Potential for Rendering Local Wastewater Facilities Inoperable:** YES
- **Potential for Rendering Local Wastewater Facilities Inoperable:** YES
- **Potential for Rendering Local Wastewater Facilities Inoperable:** YES