	Alternative					
	Glastonbury 1	**Glastonbury 2**	**Glastonbury 3**	**Glastonbury 4**	**Glastonbury 5**	**Glastonbury 6**
General Characteristics						
Total Length	4100 ft	4100 ft	4100 ft	4100 ft	5000 ft	4100 ft
Maximum Grade	4%	5%	5%	5%	5%	5%
Geometric Considerations	-	~850 ft of path at 5% grade	~400 ft of path at 5% grade	~1600 ft of path at 5% grade	~600 ft of path at 5% grade	~700 ft of path at 5% grade
Typical Separation - Path to Travel Lanes	13 ft	25-30 ft	18-20 ft	Varies to 100 ft +	13 ft	Varies 20-50 ft (Avg. 29 ft)
Environmental Considerations						
Wetland Impacts	Minor	0.5 ac	Minor	2 ac	Minor	Minor
Within 100-year Floodplain Boundary?	Yes	Yes	Yes	Yes	Yes	Yes
Approx. Fill below 100-year Flood Elevation	2300 CY	21,000 CY	-3500 CY	9900 CY	100 CY[1]	950 CY
Above 10-year Flood Elevation?	Yes	Yes (minimum 22 ft in some sections)	Yes (minimum 22 ft in some sections)	No (~2600 ft of trail below)	Yes	Yes (minimum 22 ft in some sections)
Property Impacts[2]						
Total Properties Impacted	0	0	0	0	0	0
Total ROW Needs (ac)	0	0	0	0	0	0
Other Impacts[2]/Considerations						
Utilities	May require lighting relocation along most of the path	May require lighting relocation in vicinity of the bridge	May require lighting relocation in vicinity of the bridge	May require lighting relocation in vicinity of the bridge	May require lighting relocation along most of the path	May require lighting relocation in vicinity of the bridge
Structures	May require guide sign relocation and overhead sign structure relocation	-	May require guide sign relocation	-	May require overhead sign structure relocations	-
Miscellaneous	Snow from Route 3 may be pushed onto path by plows due to close proximity	-	Snow from Route 3 may be pushed onto path by plows due to close proximity	-	Snow from Route 3 may be pushed onto path by plows due to close proximity	Snow from Route 3 may be pushed onto path in some areas due to proximity
	Vehicle noise levels may be higher with this path location, users may experience headlight glare	Path elevation is generally 5 ft or more below the grade of Route 3	Path elevation is generally 5 ft or more below the grade of Route 3	Path elevation is generally 15 ft or more below the grade of Route 3	Vehicle noise levels may be higher with this path location, users may experience headlight glare	Path elevation is generally 6 ft or more below the grade of Route 3
Construction Costs[3]						
Estimated 2013 $	$3.9 million	$2.2 million	$2.6 million	$2.0 million	$3.9 million	$2.6 million

Notes:

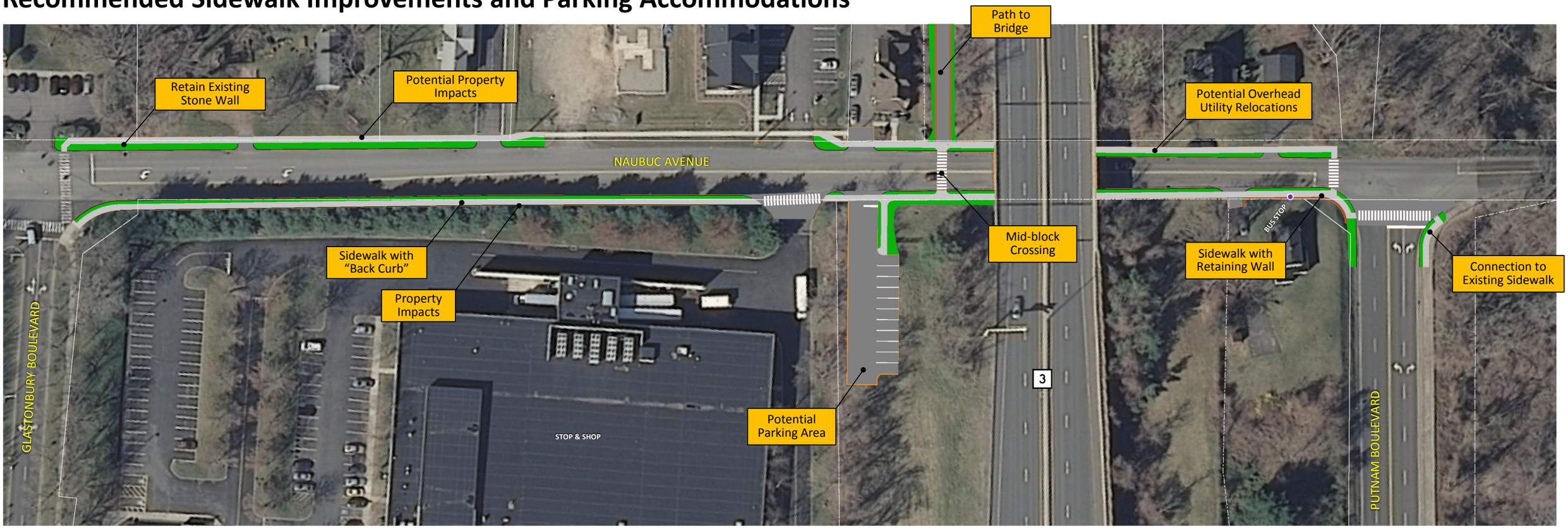
[1] Based on available topographic data, the majority of fill for Alternative 5 is located above the 100-year flood elevation of approximately 28 ft, resulting in a relatively small volume of fill in the floodplain. There is an apparent discrepancy between the FEMA-mapped boundary of the 100-year floodplain and areas where existing ground elevations are above the 100-year flood elevation; consequently a significant portion of Alternative 5 is shown within the mapped boundary. This discrepancy will be addressed during alternative refinement.

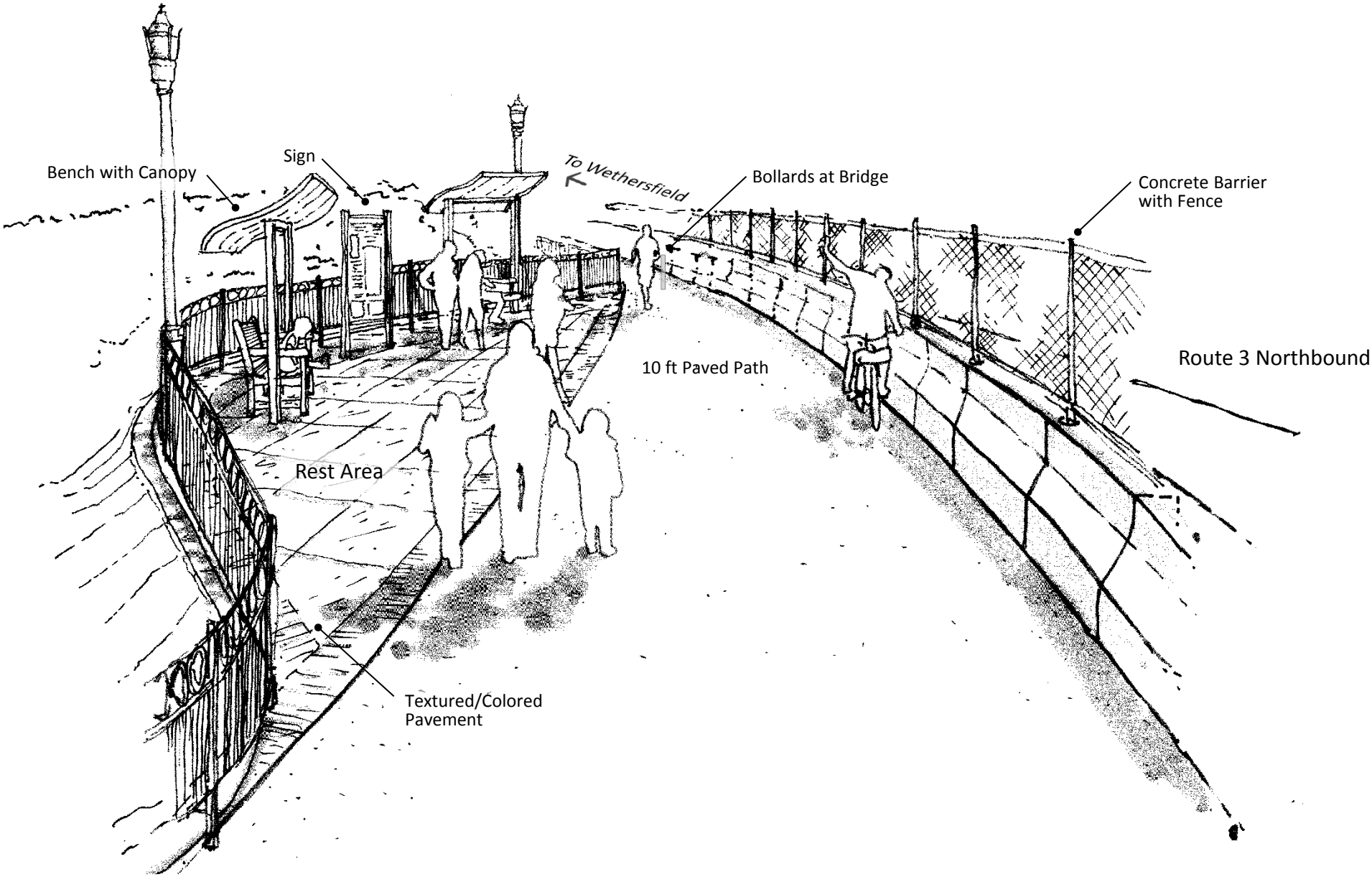
[2] Property and utility impacts are exclusive of potential impacts along Naubuc Avenue associated with new sidewalk construction (which are to-be-determined).

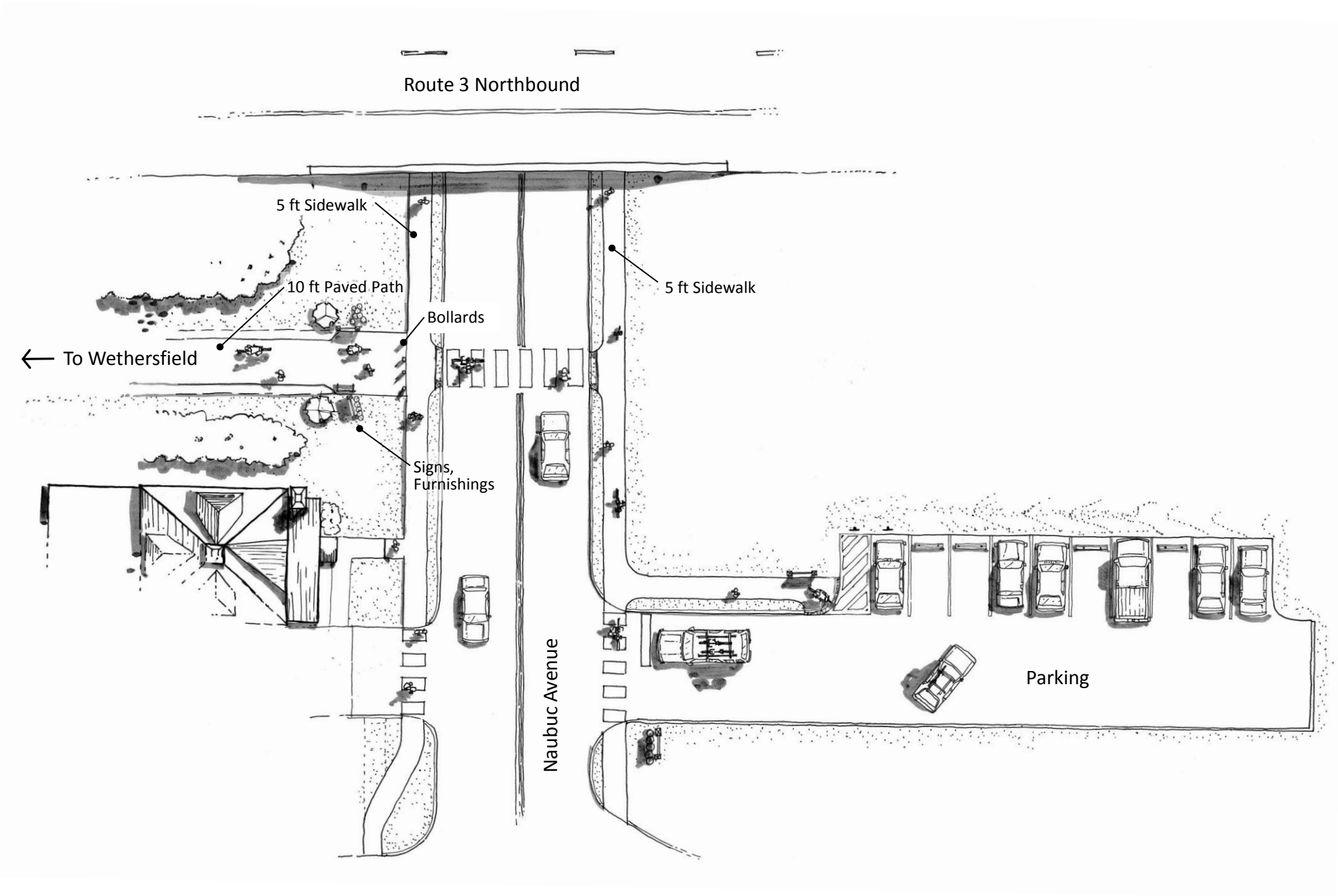
[3] Construction cost estimates do not include wetland mitigation, utility relocation, or property acquisition costs. Costs for all alternatives include sidewalk improvements on east side of Naubuc Avenue and new parking area on Naubuc Avenue.

DRAFT | Rev. May 29, 2013

Recommended Sidewalk Improvements and Parking Accommodations




Bench with Canopy
Sign
To Wethersfield
Bollards at Bridge
Concrete Barrier with Fence
10 ft Paved Path
Route 3 Northbound
Rest Area
Textured/Colored Pavement


Route 3 Northbound
5 ft Sidewalk
10 ft Paved Path
Bollards
To Wethersfield
Signs,
Furnishings
5 ft Sidewalk
Naubuc Avenue
Parking