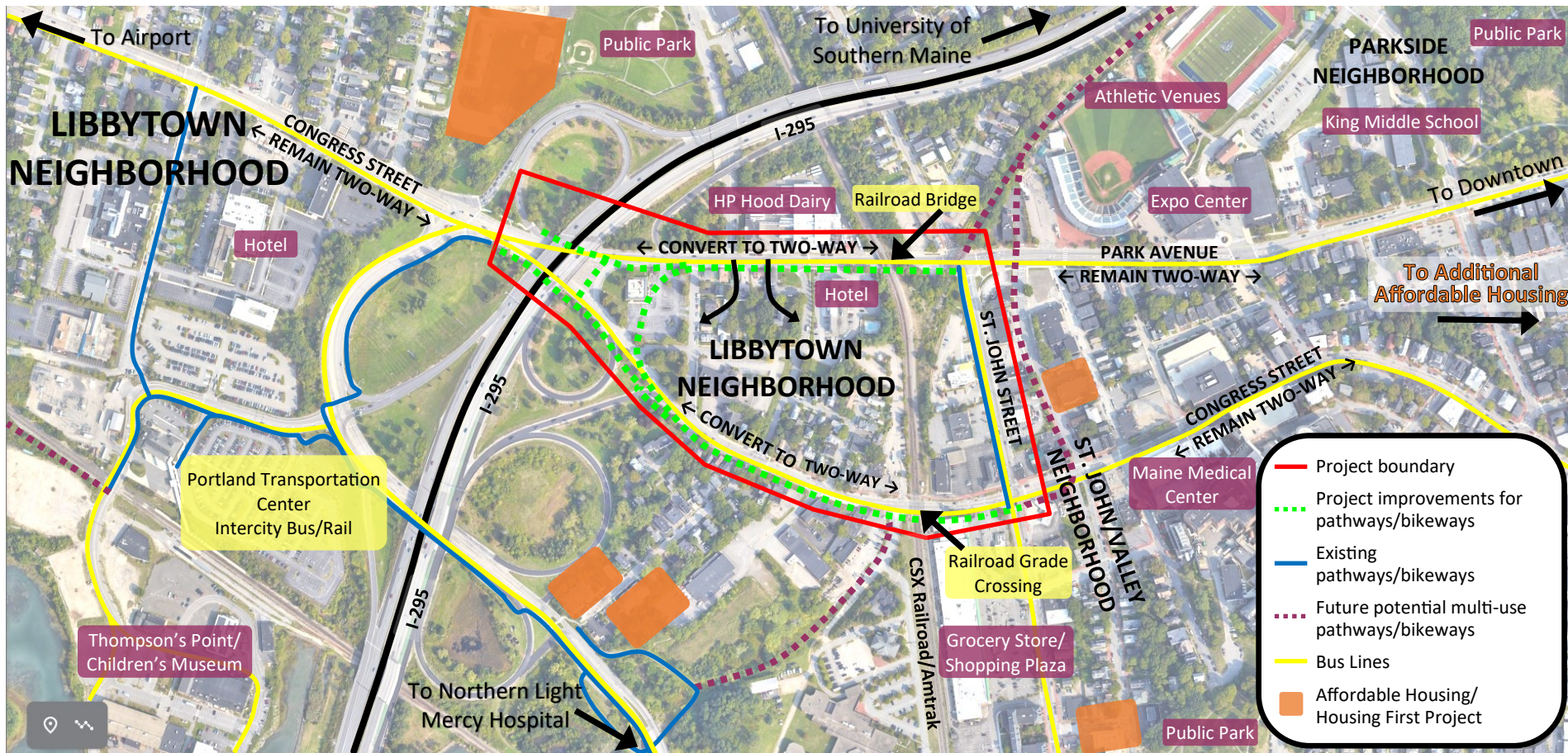


**BENEFIT-COST ANALYSIS NARRATIVE**

The Benefit-Cost Analysis estimates that there will be more than \$100 million in total benefits over the 30-year analysis period (undiscounted), resulting from the \$31.5 million investment. *(These costs and the BCA include \$3.5 million of previously incurred expenses prior to this application which are not included in the Project budget.)* When evaluated on a discounted NPV basis (7% for all costs and benefits except CO<sub>2</sub>, which is discounted at 3%), the Project yields a benefit-cost ratio of 1.56:1, with benefits in exceeding costs by \$11.7 million. These benefits arise from various sources, including safety improvements, ongoing maintenance cost savings, property value enhancements, reduced harmful emissions, increased active transportation, and the value associated with bicycling facility improvements. Additionally, there is a modest residual value that remains at the end of the 30-year analysis period.

The proposed improvements will enhance safety for transit through Libbytown, promote non-vehicular traffic, reduce road maintenance costs, and significantly improve the aesthetics and quality of life for both regional residents and visitors relying on the commercial district, including tourists. These enhancements will lead to an appreciable increase in residential and commercial property values in Libbytown.

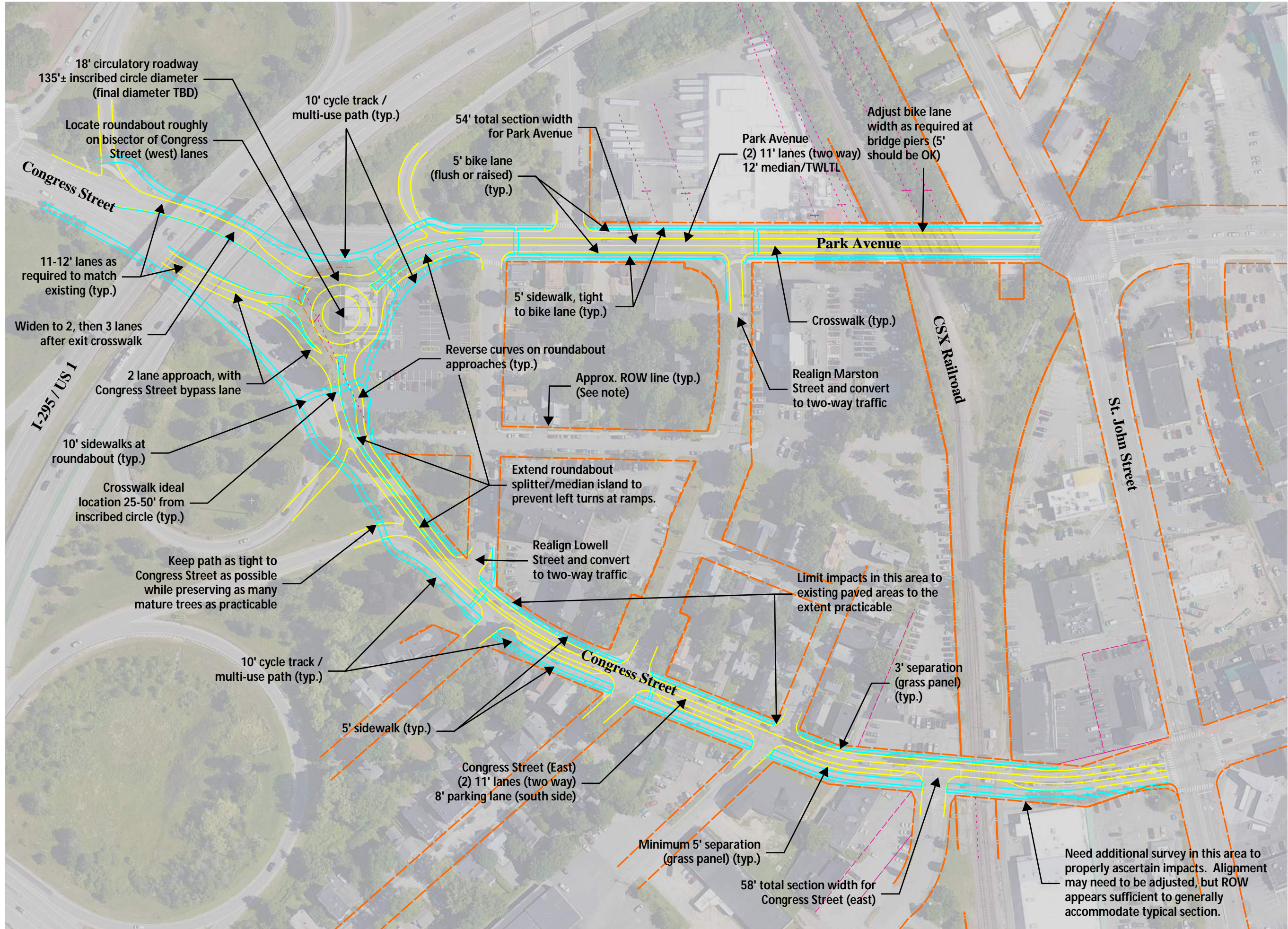
All savings are presented in 2021 dollars, and the Project is expected to start accruing full benefits in 2030, with the end of the 30-year analysis period set for 2059.







Scale:  
1"=150'  
(11 x 17)





**B**

### Park Avenue west of Marston Street



\* Lane widths subject to change dependent upon final impacts

C

# Park Avenue east of Marston Street



\* Lane widths subject to change dependent upon final impacts