

Table A

Alternate Route	Length (miles)	Corresponding Length of Approved Route (miles)	Cost (millions)	Comparative Cost Difference*
Palisades/Dobbs Ferry Alternative 1	16.9	30.8	49	- 10.0
Palisades/Dobbs Ferry Alternative 2	18.6	30.8	59.1	0
Hudson River South "Clarkstown/Route 117" Alternative	15.6	26.3	40.5	- 10.9
Hudson River North- Alternative 1	—————	Developed by Others	—————	+ 6.0
Navigation Channel Alternative	14.2	26.3	72.9	+ 22.9

* Project Cost Savings compared to Millennium Proposed route from Bowline Point, across Haverstraw Bay, Village of Croton-on-Hudson Village Wells and Jane E. Lytle Memorial Arboretum to point of common alignment

Table B Palisades/Dobbs Ferry Alternative 1

Type of Construction	Length (miles)	Unit Cost (per mile)	Total
Adjacent to Roads and Lay Barge River Crossing	16.9	\$2,906,000	\$49,000,000

Table C - Palisades/Dobbs Ferry Alternative 2

Type of Construction	Length (miles)	Unit Cost (per mile)	Total
Adjacent to Roads & Lay Barge River Crossing	12.95	\$2,906,000	\$37,630,000
Rail Road	5.65	\$3,800,000	\$21,470,000
	18.6		

Table D - Hudson River South "Clarkstown/Route 117" Alternative

Type of Construction	Length (miles)	Unit Cost (per mile)	Total
Adjacent to Roads and Lay Barge River			
Crossing	10.7	\$2,906,000	\$31,000,000
Outside of Roadway	4.9	\$1,937,000	\$9,500,000
	15.6		\$40,500,000

Table E - Navigation Channel Alternative

Type of Construction	Length (miles)	Unit Cost (per mile)	Total
Adjacent to Roads	3.4	\$2,906,000	\$9,800,000
Lay Barge - Navigation Channel	9.7	\$6,300,000	\$61,000,000
Outside of Roadway	1.1	\$1,937,000	\$2,100,000
	14.2		\$72,900,000