

| Source | Range | Cost | Construction Invasiveness | Accessibility | Pollution/ Environmental Impact | Stormwater Runoff | Coexistence with Bluebelt |
|----------------------------|------------------|--|---|--|---|---|---|
| Compacted Soil | Initial | \$570,000 construction | Non invasive construction: manual/compactors | ADA compliant | No pollution aside from minimal dust during excavation. | | |
| | Long Term | under \$10,000/year maint. | Maintenance can be done with minimal non invasive techniques | With regular maintenance, retains accessibility. ** | No air or wetland pollution. | Reduces runoff by 90% (runoff is 10% of total rainfall) | Allows for easy excavation. Does not impede Bluebelt. |
| Crushed Limestone | Initial | \$620,000 construction | See soil above | See soil above | See soil above | | |
| | Long Term | under \$5,000/year maint. | See soil above | See soil above | No pollution. Limestone is non reactive. | Reduces runoff by 70% | Same as soil above. |
| Permeable Pavement* | Initial | >\$1.3 million*** | Invasive construction with heavy machinery, toxins released into the environment. | ADA compliant; encourages speeding; mopeds/vehicles. | Toxic fumes released | | |
| | Long Term | Maintenance costs are higher than impervious pavement. | Invasive maintenance with heavy machinery pavers | DPR has poor record of maintaining asphalt | Toxic chemicals in synthetic binders/chemicals released/leached | Reduces runoff by 50% - 70% | Hindrance |
| Impervious Pavement | Initial | \$1.3 million | See permeable pavement above. | Same as permeable pavement | Petroleum product; sealers have PAHes. | | |
| | Long Term | 2x as much as natural surfaces**** | See permeable pavement above. | Same as permeable pavement | See permeable pavement above. | 100% runoff. | Hindrance |

*Permeable pavement meant here is any paving material that contains synthetic binders, recycled asphalt/concrete, recycled rubber, plastic, etc to hold together the permeable aggregate. **The Pelham/VCP trail crew owns compactors necessary for soil/stone compaction maintenance ***Construction costs for permeable pavement are slightly higher than for regular pavement. ****"Maintenance Practices and Costs of Rail-Trails," p.28, June 2015, Rails-To-Trails Conservancy. Analysis, Margarita Eremeyev: <https://sites.google.com/site/mathforvc/home>