

STUDY

Alternatives Analysis — Continued Interagency Coordination Meeting — October 8, 2002

Purpose

To provide an update to the alternatives analysis since the March 12, 2002 presentation.

Summary of Progress to Date

1. PAC Meeting # 7, June 27, 2001

- Alternative 1 — revised to eliminate the center turn lane to increase safety.
- Northern alternatives:
 - 2A dismissed — impacts 4.4 ac. of deer wintering habitat compared with no impact for 2B, 2C; 8 displacement compared to 2-3 for 2B, 2C.
 - 2C dismissed — impacts 20-40 ac. total land more than 2A, 2B.
- Central components 3A-3F:
 - 3A and 3E retained.
 - 3B dismissed — 23-32 ac. greater impact to waters of the US than 3A-3F.
 - 3F dismissed — longest component, requires one third more area to build.
 - 3C, 3D dismissed — greater impacts to wetlands than 3A, 3E; 3-6 residential displacements more than 3A, 3E.
- Central components 3G-3K:
 - 3I and 3K retained.
 - 3G, 3H dismissed — 33-59 ac. greater wetland impacts than 3I and 3J with no greater benefits
 - 3J dismissed — 2 more displacements than 3I; 5 more ac. to build than 3I.
- Southern alternatives:
 - 4B retained.
 - 4A dismissed — substantial impacts to the business community; 17 residential displacements — twice as many as 4B, 4C, or 4D.
 - 4C dismissed — 3 more residential displacements and 6 ac. greater wetland impacts than Alternative 4B.
 - 4D dismissed — 10-21 ac. greater wetland impacts than 4A, 4B, and 4C.
- Four new alternatives suggested: revised 1, 2D, 3E-2C, and 3E-2C-2E.

2. **PAC Meeting # 8, July 18, 2001**
 - Original, 5-lane Alternative 1 dismissed in favor of revised 4-lane Alternative 1.
 - 2D dismissed — largest impact to wetlands (66 ac.) of alternatives retained; requires 115 ac. total land more than 2B.
3. **Interagency Meeting #3, October 9, 2001**
 - Agencies concurred with the range of reasonable alternatives considered; no alternatives suggested.
4. **PAC Meeting # 9, October 23, 2001**
 - Alternative suggested: 1-4B — an upgrade of Rt. 1A and new alignment east of Rt. 46.
5. **PAC Meeting #10, December 19, 2001**
 - 3E-2C, 3E-2C-2E dismissed — proximal to established neighborhoods; least effective in terms of VMT and VHT reduction than other alternatives.
6. **PAC Meeting #11, February 20, 2002**
 - MDOT refined the system linkage need: alternatives must tie into Rt. 9 east of Rt. 46.
 - 1, 1-4B, 2B, 3AI, 3AIK, and 3EI dismissed — do not meet the study need of improved system linkage.
 - Retained: no-build alternative, 3EIK, and 4B.
7. **Interagency Meeting #4, March 12, 2002**
 - Agencies concurred with the range of reasonable alternatives considered; 2B considered practicable.
 - Additional impacts to people along Rt. 9 to be quantified.

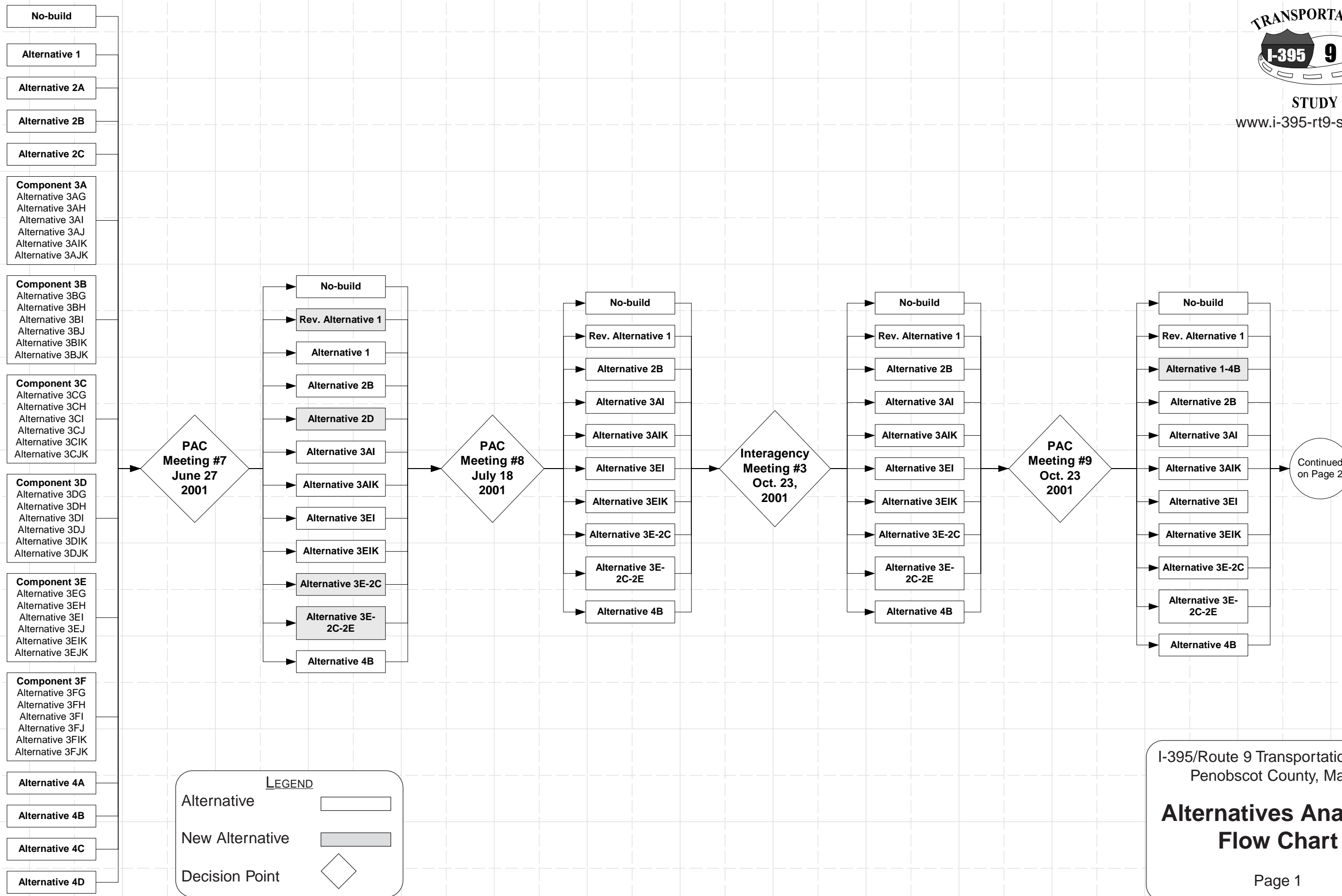
8. **PAC Meeting #12, May 22, 2002**
 - Retained: no-build, 2B, 3EIK, and 4B.
 - Nine new alternatives:
 - 1-4B-1 — modification of 1-4B suggested by Holden
 - 2BEF — section of 2B between the I-395 and the Holden/Eddington town line, and two sections of road (2E, 2F) parallel to the south of Rt. 9.
 - 2BE3K — section of 2B between the I-395 and the Holden/Eddington town line, section of road (2E) parallel to the south of Rt. 9 to 3K.
 - 3EIK-1 — modification of 3EIK shifted 1,500 feet to the south east of residential areas.
 - 3A-3EIK-1 — connection between the I-395 interchange and 3EIK-1.
 - 5A2EF, 5A2E3K, 5B2EF, and 5B2E3K — alternatives parallel to utility corridors.

9. PAC Meeting #13, July 24, 2002

- 2BEF dismissed — would impact 65 ac. of wetlands.
- 5A2EF, 5A2E3K, 5B2EF, and 5B2E3K dismissed — 14-52 ac. greater impacts to wetlands than the other alternatives. 5B2EF and 5B2E3K would have a comparatively high number of residential displacements.
- Modifications to 1 and 1-4B developed:
 - 1-1 and 1-4B-1: a series of jug handles on Rt. 1A with traffic signals and "pacer" lights.
 - 1-2 and 1-4B-2: a series of diamond interchanges on Rt. 1A with parallel service roads.
 - 1-3 and 1-4B-3: grade separations on Rt. 1A with only right-in and right-out movements for turns.
 - 1-4 and 1-4B-4: collector/distributor lanes along Rt. 1A.
- Modification of 2B developed: 2B-1 parallel to south of Rt. 9, crosses to north of Rt. 9, north of East Eddington, ties into Rt.9 east of Rt. 46.

10. PAC Meeting #14, September 18, 2002

- Holden to determine alternatives the community supports.

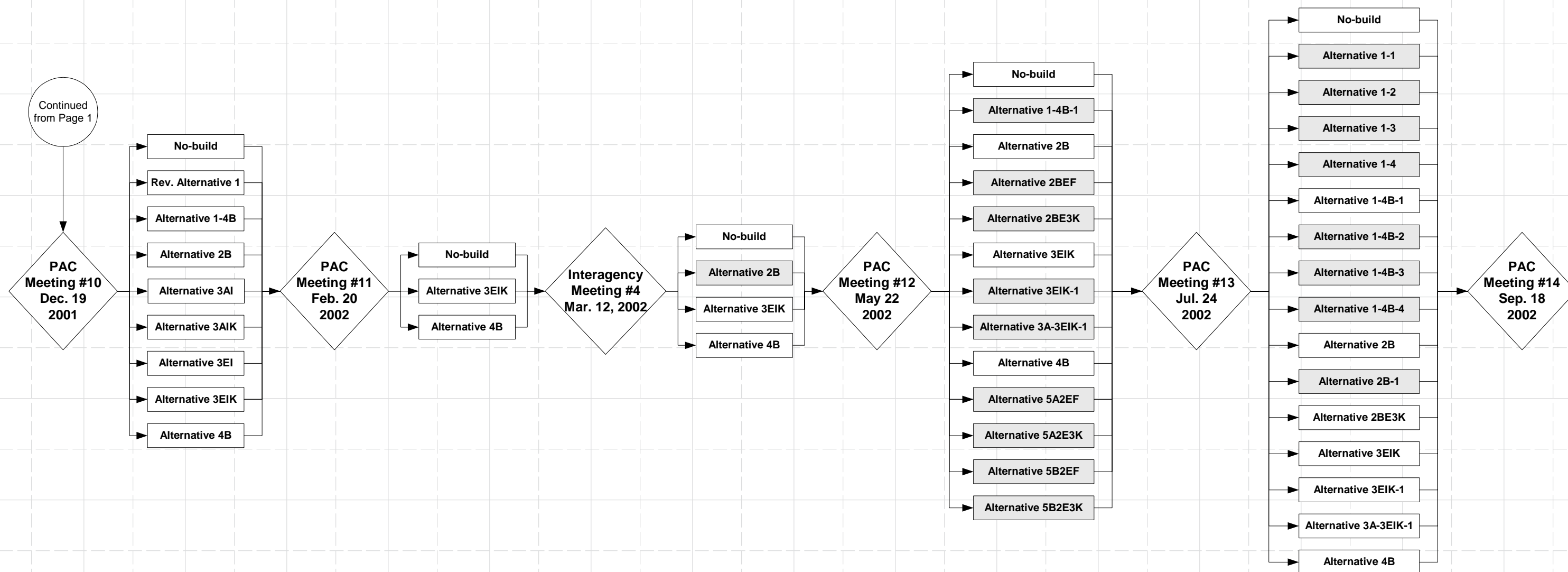


LEGEND

Alternative

New Alternative

Decision Point



LEGEND

Alternative

New Alternative

Decision Point