Summary of Preliminary Impacts and Feasibility of the Range of Reasonable Alternatives Considered

October 2003

Purpose and Needs / Physical and Biological Environment

Alternative	Satisfy Purpose[1] (yes/no)	Satisfy Needs[1] (yes/no)	NWI & Hydric Soils (acres)	NWI / Hydric Soils (acres)	# of Wetlands (each/acres[2])	Water Crossings (No./No. with Anadromous Fish)	Undeveloped Wildlife Habitat (acres)	Notable Wildlife Habitat (acres)	Aquifers: Surface Area Impacted (acres)	High Yield Aquifers (acres)	Floodplains (acres)	Community Wells Directly Impacted (each)	Active Farmland (acres)	Prime Farmland Soils (acres)	Farmland Soils of Statewide Importance (acres)
No-build	no	no													
1	no	no	30.3	0.0	3/30.3	5/0	43	0	165	0	1.5	0	14.4	54.7	0
Revised 1	no	no	28.7	0.0	3/28.7	5/0	40	0	156	0	1.4	0	13.8	51.4	0
1-1	no	no	29.0	2.7/28.5	7/29.0	4/0	91	2.2	209	0	1.0	1	23.5	60.6	0
1-2	no	no	30.3	2.7/28.8	7/30.3	4/0	93	2.2	208	0	1.0	3	21.6	60.8	0
1-3	no	no	28.5	2.8/28.1	7/28.5	4/0	89	2.2	203	0	1.0	2	22.6	57.4	0
1-4	no	no	32.4	2.8/32.1	3/32.4	4/0	86	1.8	205	0	1.0	2	21.0	63.4	0
1-4B	no	no	31.1	3.2/30.5	5/31.1	8/0	157	0	221	0	1.1	0	7.1	35.8	0
1-4B-1	no	no	40.9	3.4/40.1	6/40.9	7/0	178	2.3	262	0	0.8	2	10.8	42.2	0
1-4B-2	no	no	42.2	3.4/41.4	6/42.2	7/0	181	2.3	261	0	0.8	4	8.9	41.1	0
1-4B-3	no	no	40.5	3.4/39.7	6/40.5	7/0	177	2.3	255	0	0.8	3	9.9	39.0	0
1-4B-4	no	no	44.4	3.4/43.7	3/44.4	7/0	174	1.9	258	0	0.8	2	10.6	44.4	0
2A	no	no	26.2	6.1/22.6	6/26.2	3/2	65	4.4	104	0	10.6	0	25.6	30.0	0
2B	no	no	27.8	3.2/24.3	5/27.8	6/2	93	0	120	0	10.5	0	17.1	23.3	0
2B-1[11]	yes	yes	35.4	5.9/34.5	9/35.4	5/2	186	0	222	0	10.7	0	18.8	37.0	0
2BEF	yes	yes	65.6	10.8/62.2	11/65.6	11/2	175	0	219	0	1.6	0	20.1	37.8	0
2BE3K	yes	yes	53.9	9.3/51.2	11/53.9	11/1	170	0	209	0	15.1	0	8.8	39.3	0
2C	no	no	29.7	5.1/26.8	5/29.7	5/2	96	0	142	0	14.8	0	30.5	30.7	0
2C-1	yes	yes	34.8	13.6/31.9	12/34.8	5/1	165	0	204	0	11.6	0	19.5	47.6	0
2C-2	yes	yes	35.2	12.9/32.7	12/35.2	5/1	152	0	202	0	14.3	0	32.4	45.8	0
2C-1/2B-1	yes	yes	37.5	9.0/32.6	12/37.5	9/1	189	0	225	0	10.6	0	16.7	43.0	0
2D	yes	yes	65.7	2.6/60.4	8/65.7	11/1	197	0	234	0	13.1	0	24.6	35.6	0
3AG	yes	yes	76.2	0.7/45.9	10/76.2	10/2	188	8.6	215	0	14.3	0	7.1	8.7	0
3AH	yes	yes	95.8	5.4/62.9	14/95.8	11/2	180	7.3	202	0	14.0	0	3.4	12.8	0
3AI	no	no	43.0	0.7/36.8	3/43.0	5/2	141	2.9	156	0	10.3	0	5.9	10.5	0
3AJ	no	no	36.3	0.6/33.8	4/36.3	5/2	133	4.9	161	0	11.0	0	4.0	10.5	0
3AIK	yes	yes	50.3	0.7/42.8	3/50.3	7/2	180	2.9	200	0	10.3	0	7.5	20.7	0
3AJK	yes	yes	43.6	0.6/39.9	4/43.6	7/2	184	4.9	205	0	11.0	0	5.6	20.7	0
3BG	yes	yes	101.3	5.9/69.3	13/101.3	11/1	189	14.4	213	0	15.8	0	8.4	9.5	0
3BH	yes	yes	121.0	10.6/86.3	17/121.0	12/1	180	13.1	199	0	15.6	0	4.7	8.0	0
3BI	no	no	68.2	5.9/60.2	6/68.2	6/1	142	8.7	153	0	11.9	0	7.1	11.3	0
3BJ	no	no	61.5	5.8/57.3	7/61.5	6/1	146	10.7	158	0	12.5	0	5.2	11.3	0
3BIK	yes	yes	75.4	5.9/66.2	6/75.4	8/1	181	8.7	197	0	11.9	0	8.8	22.0	0
3BJK	yes	yes	68.8	5.8/63.3	7/68.8	8/1	185	10.7	202	0	12.5	0	6.9	21.5	0
3CG	yes	yes	77.4	1.4/45.8	15/77.4	10/0	188	8.7	224	0	12.4	0	3.7	12.2	0
3CH	yes	yes	97.1	6.1/62.9	19/97.1	11/0	180	7.4	211	0	12.1	0	0.0	16.3	0
3CI	no	no	44.3	1.4/36.8	8/44.3	5/0	141	3.0	165	0	8.4	0	2.4	14.0	0
3CJ	no	no	37.6	1.3/33.8	9/37.6	5/0	145	5.0	170	0	9.0	0	0.5	14.0	0
3CIK	yes	yes	51.5	1.4/42.8	8/51.5	7/0	180	3.0	209	0	8.4	0	4.1	24.2	0
3CJK	yes	yes	44.9	1.3/39.9	9/44.9	7/0	184	5.0	213	0	9.0	0	2.2	24.2	0
3DG	yes	yes	78.7	1.1/48.5	13/78.7	10/0	154	18.6	232	0	7.9	1	4.8	23.1	0
3DH	yes	yes	98.4	5.8/65.5	17/98.4	11/0	168	7.3	218	0	7.6	1	1.1	27.1	0
3DI	no	no	45.5	1.1/39.5	6/45.5	5/0	130	12.9	173	0	3.9	1	3.6	24.9	0
3DJ	no	no	38.9	1.0/36.5	7/38.9	5/0	134	14.9	178	0	4.5	1	1.7	24.9	0
3DIK	yes	yes	52.8	1.1/45.5	6/52.8	7/0	169	12.9	217	0	3.9	1	5.2	35.0	0
3DJK	yes	yes	46.2	1.0/42.5	7/46.2	7/0	172	14.9	221	0	4.5	1	3.3	35.0	0
3EG	yes	yes	72.7	1.3/43.2	15/72.7	10/0	219	8.9	241	0	11.3	0	3.7	8.6	0
3EH	yes	yes	92.3	6.0/60.2	19/92.3	11/0	211	7.6	227	0	11.1	0	0.0	12.6	0
3EI	no	no	39.5	1.3/34.2	8/39.5	5/0	172	3.2	182	0	7.4	0	2.4	10.4	0
3EJ	no	no	39.5	1.2/31.2	9/39.5	5/0	176	5.2	187	0	8.0	0	0.5	10.4	0
3EIK	yes	yes	46.8	1.3/40.2	8/46.8	7/0	211	3.2	226	0	7.4	0	4.1	20.5	0
3EJK	yes	yes	40.1	1.2/37.2	9/40.1	7/0	215	5.2	230	0	8.0	0	2.2	20.5	0
3EIK-1	yes	yes	48.0	5/42.4	7/48.0	8/0	205	13.9	224	0	15.6	0	7.9	22.7	0
3EIK-2[14]	yes	yes	43.2	6.8/37.9	10/43.2	6/0	215	0.7	232	0	9.6	0	6.2	20.5	0
3A-3EIK-1[15]	yes	yes	50.0	5.6/48.2	5/ 50.0	8/1	182	12.5	205	0	22.8	0	9.3	22.2	0
3E-2C	no	no	22.4	3.6/20.0	11/22.4	9/0	150	0.1	167	0	6.4	0	3.2	124.7	0
3E-2C-2E	yes	yes	30.8	3.6/27.1	11/30.8	12/0	209	0.1	233	0	6.4	0	4.8	133.4	0
3FG	yes	yes	69.6	1.7/40.4	14/69.6	11/0	247	13.1	274	0	7.3	0	4.9	26.4	0
3FH	yes	yes	89.3	6.4/57.4	18/89.3	12/0	238	11.9	261	0	7.1	0	1.2	24.8	0
3FI	no	no	36.4	1.7/31.4	7/36.4	6/0	200	7.5	214	0	3.4	0	3.6	28.2	0
3FJ	no	no	29.8	1.6/28.4	8/29.8	6/0	204	9.4	219	0	4.0	0	1.7	28.2	0
3FIK	yes	yes	43.7	1.7/37.4	7/43.7	8/0	239	7.5	258	0	3.4	0	5.3	38.4	0
3FJK	yes	yes	37.1	1.6/34.4	8/37.1	8/0	243	9.4	263	0	4.0	0	3.4	38.4	0
4A	yes	yes	40.4	0.0/37.3	4/40.4	5/0	177	2.0	266	3.8	1.6	2	8.0	53.6	0
4B	yes	yes	45.0	3.8/43.6	7/45.0	4/0	297	2.4	327	0	0.8	0	9.2	24.8	0
4C	yes	yes	51.5	2.5/49.1	8/51.5	7/0	290	1.7	322	0	0.8	0	6.0	22.1	0
4D	yes	yes	62.1	10.9/54.9	8/62.1	10/0	429	10.0	474	6.4	0.4	0	11.7	51.1	0
5A2EF	yes	yes	79.9	18.6/76.1	24/79.9	9/0	193	0	252	0	5.9	0	32.9	45.6	0
5A2E3K	yes	yes	68.6	19.6/65.0	24/68.6	9/0	195	0	249	0	6.7	0	31.7	49.9	0
5B2EF	yes	yes	80.2	15.6/73.5	18/80.2	11/1	179	4.6	250	0	11.6	0	15.9	46.0	0
5B2E3K	yes	yes	66.7	15.3/60.3	18/66.7	10/2	179	4.6	243	0	11.5	0	15.0	49.0	0

Land Use / Cultural Resources / Engineering Feasibility

Alternative	Commercial Land (acres)	Residential Land (acres)	Agricultural (acres)	Undeveloped Land (acres)	Other Land (acres)	Total Land (acres)	Residential Displacements[3]	Commercial Displacements	Number of Buildings within 500 feet[4,5]	Number of Buildings Within 1000 feet[4,6]	Env. Risk Sites	Archaeological Areas (each)	Recorded Archaeological Sites (each)	Historic Properties (each)	Satisfy Design Criteria (yes/no)	Length of New Roadway (miles)	Bridge (No./Length in feet)[7]	Length of Local Roads Created (miles)[8]	Cut (millions of cubic yards)	Fill (millions of cubic yards)	Net Earthwork (millions of cubic yards)	Deepest Cut (feet)	Deepest Fill (feet)	Roadway/Railway Crossings	Average Grade (percent)	Average Curvature (degrees)
No-build																										
1	7.4	45.5	14.4	43	54.6	165	19	1[8]	—	—					no	10.2	5/1,313	0	0.69	0.37	0.32	16	25	16	1.81	0.86
Revised 1	6.1	42.1	13.8	40	54.0	156	3	0[8]	—	—	0				no	10.2	5/1,313	0	0.66	0.35	0.31	16	25	16	1.81	0.86
1-1	11.7	40.4	23.5	91	43.0	209	17	3	112	—	0				no[10]	1.5	2/685	4.9	0.81	1.11	-0.30	33	42	12	1.6	0.9
1-2	10.7	39.9	21.6	93	42.6	208	15	1	143	—	0				no[10]	1.5	6/1,210	6.8	0.81	1.11	-0.30	33	42	9	1.6	0.9
1-3	10.5	38.1	22.6	89	42.6	203	12	3	108	—	0				no[10]	1.5	9/2,178	4.9	0.81	1.11	-0.30	33	42	12	1.6	0.9
1-4	10.4	46.1	21.0	86	41.3	205	21	3	118	—	0				no[10]	1.5	5/1,571	8.2	0.81	1.11	-0.30	33	42	8	1.6	0.9
1-4B	5.7	24.4	7.1	157	63.9	221	9	0	—	—	0				no	10.2	7/1,845	0	2.95	3.04	-0.09	112	86	12	1.75	0.38
1-4B-1	11.3	31.6	10.8	178	29.8	262	13	3[9]	87	—	0				no[10]	6.1	6/2,572	4.9	3.04	2.47	0.57	82	64	13	1.8	0.5
1-4B-2	10.3	31.1	8.9	181	29.3	261	11	1[9]	85	—	0				no[10]	6.1	10/3,097	6.8	3.04	2.47	0.57	82	64	10	1.8	0.5
1-4B-3	10.1	29.3	9.9	177	29.3	255	8	3[9]	82	—	0				no[10]	6.1	13/4,065	4.9	3.04	2.47	0.57	82	64	13	1.8	0.5
1-4B-4	10.0	37.5	10.6	174	25.4	258	17	3[9]	77	—	0				no[10]	6.1	9/3,458	8.2	3.04	2.47	0.57	82	64	9	1.8	0.5
2A	0	7.2	25.6	65	6.8	104	8	0	—	—	0				yes	4.6	6/5,202	0	0.21	0.80	-0.58	19	26	4	0.84	0.58
2B	0	4.9	17.1	93	5.5	120	2	0	200[12]	—	0				yes	5.8	7/4,354	0	0.89	0.91	-0.03	37	29	4	1.13	0.58
2B-1[11]	0	10.0	18.8	186	6.9	222	9	0	61	145	0				yes	10.7	8/2,232	0	1.74	1.75	-0.01	56	50	5	1.1	0.7
2BEF	0	15.0	20.1	175	8.6	219	7	0	120	—	1				yes	10.2	10/3,820	0	1.72	1.82	-0.10	47	27	7	0.87	0.52
2BE3K	0	10.9	8.8	170	18.6	209	8	0	73	—	1				yes	10.1	8/3,021	0	1.59	1.58	0.01	47	27	6	1.10	0.67
2C	0	8.6	30.5	96	6.3	142	3	0	—	—	0				yes	6.4	8/6,723	0	1.35	1.36	-0.01	68	34	5	1.14	0.58
2C-1	0	11.1	19.5	165	8.7	204	8	0	63	107	0				yes	9.3	9/2,469	0	1.93	1.94	-0.01	77	50	6	1.2	0.7
2C-2	0	11.4	32.4	152	6.3	202	8	0	65	—	0				yes	9.2	9/2,469	0	1.90	1.89	0.01	69	50	6	1.2	0.7
2C-1/2B-1	0	9.6	16.7	189	9.9	225	10	0	54	110	0				yes	10.7	7/2,232	0	1.94	1.91	0.03	75	50	5	1.1	0.7
2D	0	6.1	24.6	197	6.3	234	2	0	—	—	0				yes	10.2	14/6,192	0	3.11	3.14	-0.02	67	56	10	1.12	0.68
3AG	0	8.8	7.1	188	11.4	215	8	0	—	—	0				yes	9.3	14/7,495	0	2.51	2.82	-0.31	65	46	8	1.28	0.43
3AH	0	8.3	3.4	180	10.2	202	5	0	—	—	0				yes	8.8	14/7,037	0	1.97	2.33	-0.37	62	39	7	1.14	0.41
3AI	0	4.6	5.9	141	4.6	156	4	0	—	—	0				yes	7.0	8/4,645	0	1.40	1.74	-0.35	62	39	4	1.52	0.27
3AJ	0	7.2	4.0	133	4.6	161	6	0	—	—	0				yes	7.1	8/4,766	0	1.47	1.82	-0.35	62	39	4	1.44	0.45
3AIK	0	6.4	7.5	180	6.0	200	5	0	—	—	0				yes	9.2	9/4,814	0	1.77	2.13	-0.35	62	39	5	1.54	0.44
3AJK	0	9.0	5.6	184	6.0	205	7	0	—	—	0				yes	9.3	9/4,935	0	1.85	2.20	-0.35	62	39	5	1.48	0.58
3BG	0	5.0	8.4	189	10.4	213	5	0	—	—	0				yes	9.3	11/7,185	0	2.22	2.50	-0.28	65	46	6	1.29	0.65
3BH	0	4.5	4.7	180	4.0	199	2	0	—	—	0				yes	8.9	11/6,726	0	1.67	2.01	-0.34	44	38	5	1.16	0.64
3BI	0	0.7	7.1	142	3.6	153	1	0	—	—	0				yes	7.1	5/4,334	0	1.10	1.42	-0.32	45	38	2	1.53	0.56
3BJ	0	3.4	5.2	146	3.7	158	3	0	—	—	0				yes	7.2	5/4,455	0	1.18	1.50	-0.32	45	38	2	1.45	0.74
3BIK	0	2.5	8.8	181	5.0	197	2	0	—	—	0				yes	9.3	6/4,503	0	1.48	1.81	-0.33	46	38	3	1.55	0.66
3BJK	0	5.1	6.9	185	5.1	202	4	0	—	—	0				yes	9.4	6/4,624	0	1.56	1.88	-0.33	46	38	3	1.49	0.79
3CG	4.2	12.0	3.7	188	16.4	224	9	2[13]	—	—	0				yes	9.6	15/6,262	0	2.48	2.77	-0.29	70	46	10	1.34	0.64
3CH	4.2	11.4	0.0	180	15.3	211	6	2[13]	—	—	0				yes	9.2	15/5,804	0	1.94	2.28	-0.34	70	37	9	1.21	0.63
3CI	4.2	7.7	2.4	141	9.6	165	5	2[13]	—	—	0				yes	7.4	9/3,411	0	1.37	1.69	-0.32	70	37	6	1.58	0.55
3CJ	4.2	10.3	0.5	145	9.7	170	7	2[13]	—	—	0				yes	7.5	9/3,532	0	1.44	1.77	-0.32	70	37	6	1.50	0.72
3CIK	4.2	9.5	4.1	180	11.0	209	6	2[13]	—	—	0				yes	9.6	10/3,581	0	1.74	2.07	-0.33	70	37	7	1.58	0.65
3CJK	4.2	12.1	2.2	184	11.1	213	8	2[13]	—	—	0				yes	9.7	10/3,702	0	1.82	2.15	-0.33	70	37	7	1.52	0.78
3DG	1.1	14.5	4.8	177	35.2	232	11	2[13]	—	—	0				yes	10.0	12/5,763	0	2.55	2.83	-0.28	65	46	12	1.45	0.53
3DH	1.1	14.0	1.1	168	34.0	218	8	2[13]	—	—	0				yes	9.6	12/5,305	0	2.00	2.34	-0.34	44	43	11	1.34	0.52
3DI	1.1	10.3	3.6	130	28.4	173	7	2[13]	—	—	0				yes	7.8	6/2,913	0	1.43	1.75	-0.32	45	43	8	1.72	0.41
3DJ	1.1	12.9	1.7	134	28.4	178	9	2[13]	—	—	0				yes	7.9	6/3,034	0	1.51	1.83	-0.32	45	43	8	1.64	0.58
3DIK	1.1	12.0	5.2	169	29.8	217	8	2[13]	—	—	0				yes	10.0	7/3,082	0	1.81	2.14	-0.33	46	43	9	1.69	0.53
3DJK	1.1	14.7	3.3	172	29.8	221	10	2[13]	—	—	0				yes	10.1	7/3,203	0	1.89	2.21	-0.33	46	43	9	1.63	0.66
3EG	1.5	5.0	3.7	219	11.8	241	5	0	—	—	0				yes	10.4	15/6,630	0	2.64	2.89	-0.25	66	46	7	1.31	0.55
3EH	1.5	4.5	0.0	211	10.6	227	2	0	—	—	0				yes	10.0	15/6,171	0	2.09	2.40	-0.31	66	37	6	1.19	0.54
3EI	1.5	0.7	2.4	172	5.0	182	1	0	—	—	0				yes	8.2	9/3,779	0	1.52	1.81	-0.29	66	37	3	1.52	0.44
3EJ	1.5	3.4	0.5	176	5.0	187	3	0	—	—	0				yes	8.3	9/3,900	0	1.60	1.88	-0.29	66	37	3	1.45	0.60
3EIK	1.5	2.5	4.1	211	6.4	226	2	0	22	—	0				yes	10.4	10/3,948	0	1.90	2.19	-0.29	66	37	4	1.54	0.55
3EJK	1.5	5.1	2.2	215	6.4	230	4	0	—	—	0				yes	10.5	10/4,070	0	1.97	2.27	-0.29	66	37	4	1.48	0.68
3EIK-1	1.0	4.1	7.7	205	6.9	224	4	1	22		0				yes	10.2	7/2,797	0	2.19	2.18	0.01	75	56	4	1.45	0.78
3EIK-2[14]	1	2.8	6.2	215	6.7	232	2	0	12	68	0				yes	10.6	6/1,948	0	2.12	2.13	-0.01	63	42	6	1.5	1.0
3A-3EIK-1[15]	0	3.5	8.8	190	5.3	208	8	0	41	69	0				yes	9.2	7/1,774	0	2.11	2.10	0.01	75	62	5	1.4	0.8
3E-2C	1.5	5.6	3.2	150	6.0	122	4	0	—	—	0				yes	7.8	8/3,607	0	1.18	1.24	-0.07	44	34	4	1.22	0.62
3E-2C-2E	1.5	11.7	4.8	209	6.7	233	6	0	85[16]	177[16]	0				yes	10.7	12/4,440	0	2.15	2.21	-0.06	45	39	8	1.2	0.61
3FG	0	10.6	4.9	247	11.3	274	8	0	—	—	0				yes	11.38	13/6,742	0	3.49	3.64	-0.15	65	46	8	1.26	0.62
3FH	0	10.1	1.2	238	10.1	261	5	0	—	—	0				yes	10.91	13/6,283	0	2.94	3.15	-0.21	64	46	7	1.14	0.61
3FI	0	6.3	3.6	200	4.5	214	4	0	—	—	0				yes	9.14	7/3,891	0	2.37	2.56	-0.18	64	46	4	1.43	0.54
3FJ	0	9.0	1.7	204	4.5	219	6	0	—	—	0				yes	9.25	7/4,012	0	2.45	2.63	-0.18	64	46	4	1.37	0.68
3FIK	0	8.1	5.3	239	5.9	258	5	0	—	—	0				yes	11.31	8/4,060	0	2.75	2.94	-0.19	64	46	5	1.46	0.62
3FJK	0	10.7	3.4	243	5.9	263	7	0	—	—	0				yes	11.42	8/4,181	0	2.83	3.02	-0.19	64	46	5	1.41	0.73
4A	11.6	34.5	8.0	177	35.5	266	17	1[13]	—	—	0				yes	10.17	9/2,115	0	4.88	5.20	-0.32	117	95	15	1.58	0.37
4B	0	12.6	9.2	297	7.4	327	5	1[9]	—	—	0				yes	10.96	11/3,486	0	7.67	7.43	0.24	114	120	9	1.71	0.54
4C	0	15.2	6.0	290	10.5	322	8	0	—	—	0				yes	11.17	14/4,138	0	6.50	7.05	-0.55	110	84	9	1.00	0.33
4D	0	23.2	11.7	429	10.2	474	6	0	—	—	0				yes	11.73	10/6,619	0	19.68	20.41	-0.73	144	179	9	1.75	0.36
5A2EF	0	13.6	32.9	193	13.0	252	5	0	131	—	1				yes	11.0	11/4,074	0	2.55	2.75	-0.20	66	44	7	0.90	0.63
5A2E3K	0	9.3	31.7	195	12.8	249	5	0	84	—	1				yes	10.9	9/3,286	0	2.48	2.61	-0.13	64	44	5	1.03	0.77
5B2EF	2.0	18.8	15.9	179	34.8	250	10	1	126	—	1				yes	11.4	11/4,281	0	2.33	2.19	0.14	47	49	9	0.86	0.46
5B2E3K	2.0	14.6	15.0	179	32.5	243	12	1	79	—	1				yes	11.3	9/3,492	0	2.18	2.00	0.18	47	49	7	0.93	0.59

Notes:

1 An alternative must connect to Rt. 9 east of the intersection with Rt. 46 to satisfy the study purpose and needs.
2 Hydric soils were considered to be wetland areas.
3 A residence was considered displaced if it was directly impacted by an alternative.
4 Measured from the limit of disturbance on either side of a proposed alternative.
5 New column added in June 2002
6 New Column added in January 2003
7 Bridge width is 40 ft.
8 Includes an impact to the frontage of the Holbrook Middle School
9 Results in operational impacts to the Boy Scouts' Camp Roosevelt
10 1,600 ft. or 8.5% of the length of Rt. 1A does not meet vertical geometry criteria along Existing Rt. 1A.
11 Impacts for this alternative include impacts along Rt. 9 between the new alignment and the point east of the Rt.9/Rt. 46 intersection.
12 47 houses and businesses in proximity along portion of alternative on new alignment between I-395 and Route 9. 153 houses and businesses in proximity along Route 9 between portion on new alignment and where other alternatives join Route 9 to the east of the village of East Eddington
13 Impacts miniature golf course and dirt track.
14 Impacts include a new roadway and a new interchange with I-395
15 3A-3EIK-1 revised to avoid the mobile home park since January 2003 meeting.
16 The proximity impacts were a reason for dismissal of this alternative in December 2001. Proximity numbers were quantified at a later date.

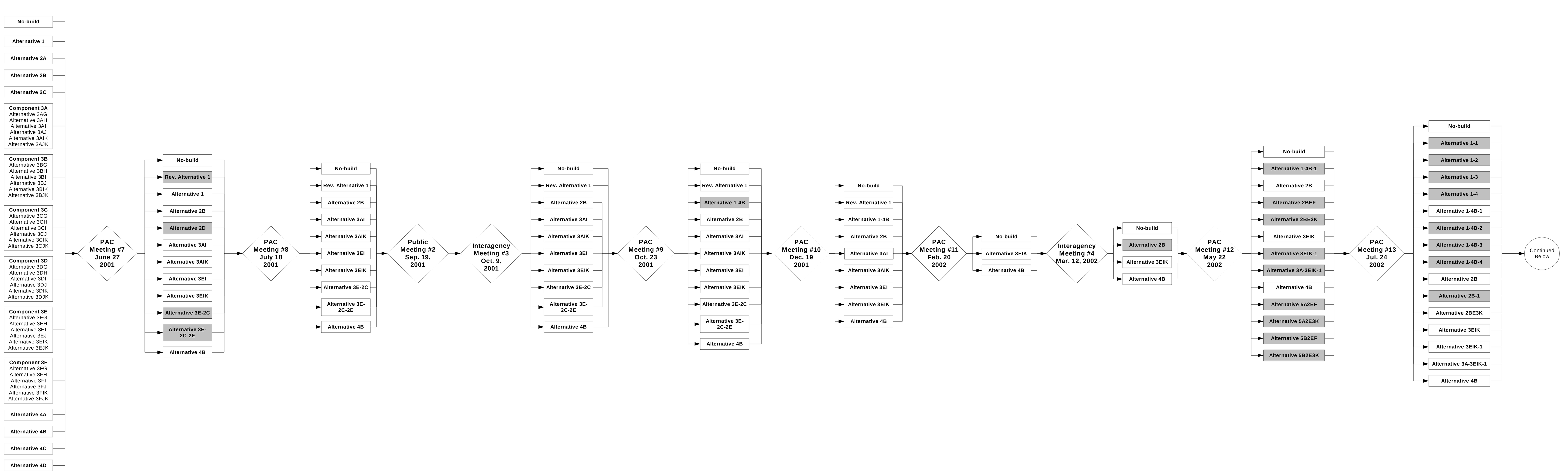
For Alternative 1 (upgrade) and Alternative 1-4B (partial upgrade):

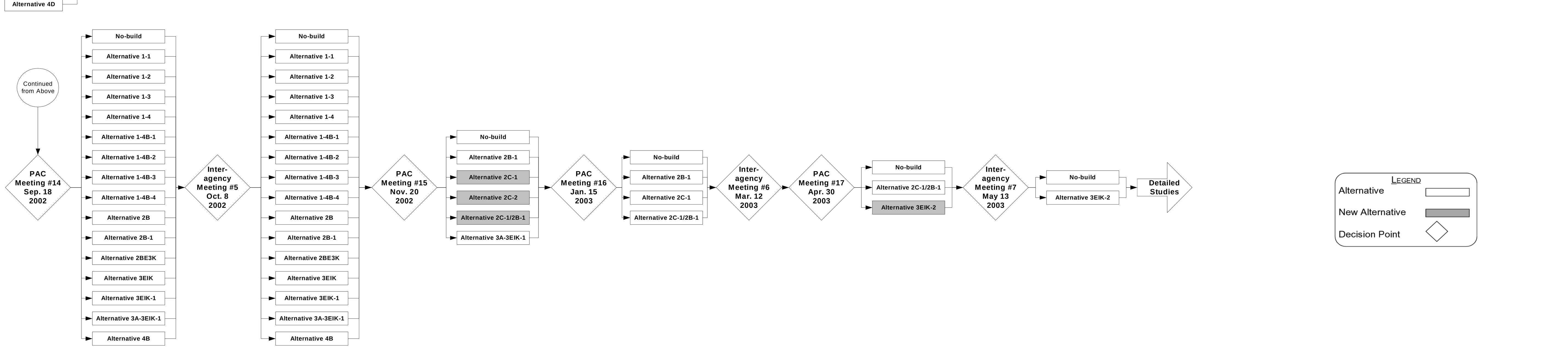
- Modifications ending in -1 consist of a series of jughandles on Rt. 1A with traffic signals and "pacer" lights.
- Modifications ending in -2 consist of a series of diamond interchanges on Rt. 1A with parallel service roads.
- Modifications ending in -3 consist of grade separations on Rt. 1A with only right-in and right-out movements for turns.
- Modifications ending in -4 consist of collector/distributor lanes along Rt. 1A.

Legend

Preferred Alternative

Reason for dismissal of alternative





TRANSPORTATION I-395 9 STUDY

Source: Adapted from "The Highway Methodology Workbook," U.S. Army Corps of Engineers — New England Division. 1993

Last Updated: 10-10-2003