

# Table Summarizing environmental impacts, residential impacts, reduction in VMT, reduction in VHT and diversion of northeast traffic

## Far East alternatives

Alternative	Road Distance Linear	Acreege	Habitat (Acres)			Water Resources (lakes, wetlands) (Acres) (includes Housatonic River)			Ranking	Water Resources (streams) (Linear Feet)			Buildings			reduction in VMT	ranking re: reduction in VMT	ranking re: reduction in VHT	numbers of diverted north/east traffic	ranking re: diverted north/east traffic	recommendations
	Miles		Direct	Direct	Ranking	Direct	100' buffer	tot.imp.		Direct	Direct	100 up to 100'	Ranking								
8A	0.00	96.12	41.54	9	17.73	6.82	24.55	5	2309.41	6	0	6	1	108,146	2	2,673	2	1,029	8	drop - does not meet project P&N	
8B	2.58	137.94	0.00	1	2.23	3.01	5.24	2	3852.64	4	16	20	3	141,107	1	2,757	1	2,445	6	keep	
8C	4.87	132.48	0.21	1	1.86	2.18	4.04	1	8214.97	7	11	18	2	112,643	2	2,665	2	1,385	7	drop - 8B is more effective at improving traffic with minimal increase in adverse impacts	

## Near east alternatives

Alternative	Road Distance Linear	Acreege	Habitat (Acres)			Water Resources (lakes, wetlands) (Acres) (includes Housatonic River)			Ranking	Water Resources (streams) (Linear Feet)			Buildings			reduction in VMT	ranking re: reduction in VMT	ranking re: reduction in VHT	numbers of diverted north/east traffic	ranking re: diverted north/east traffic	recommendations
	Miles		Direct	Direct	Ranking	Direct	100' buffer	tot.imp.		Direct	Direct	100 up to 100'	Ranking								
6A	9.57	232.30	89.87	10	13.54	28.59	42.13	9	4778.30	9	15	24	3	17,726	8	-1,396	9	4,878	3	keep	
6B	5.68	110.49	8.57	2	0.50	6.90	7.40	2	2295.87	5	28	33	4	20,068	7	-1,559	10	393	9	drop - does not meet project P&N	
6C	6.93	168.62	24.28	5	7.91	9.80	17.71	4	2479.00	10	14	24	3	20,104	7	-1,560	10	0	9	drop - does not meet project P&N	
6D	9.26	225.04	84.59	10	31.61	39.76	71.37	10	3631.44	15	18	33	4	13,472	8	-1,662	10	7,449	1	keep	
7A	4.37	33.93	0.92	1	0.39	5.66	6.05	2	723.11	0	141	141	7	20,214	7	-1,561	10	3,007	5	keep	
7B	5.36	41.59	3.89	1	0.35	8.22	8.57	2	1732.66	0	161	161	9	20,214	7	-1,561	10	393	9	drop - does not meet project P&N	
7C	6.61	94.45	14.88	3	5.50	10.69	16.19	4	1659.97	5	146	151	8	20,214	7	-1,561	10	0	9	drop - does not meet project P&N	
7D	8.93	150.60	75.21	10	29.14	40.81	69.95	10	2810.00	10	150	160	8	17,361	8	-1,658	10	7,807	1	drop - 6D has same level of improvement without impacts on human environment	

## Lee Central alternatives

Alternative	Road Distance Linear	Acreege	Habitat (Acres)			Water Resources (lakes, wetlands) (Acres) (includes Housatonic River)			Ranking	Water Resources (streams) (Linear Feet)			Buildings			reduction in VMT	ranking re: reduction in VMT	ranking re: reduction in VHT	numbers of diverted north/east traffic	ranking re: diverted north/east traffic	recommendations
	Miles		Direct	Direct	Ranking	Direct	100' buffer	tot.imp.		Direct	Direct	100 up to 100'	Ranking								
1	3.71	29.70	3.98	1	0.24	2.41	2.65	1	610.73	0	170	170	9	na	na	na	na	na	na	keep	
2A	9.24	7.31	3.85	1	0.46	2.39	2.85	1	0.00	2	69	71	5	18,917	7	-1,542	10	266	9	keep	
2B	0.92	5.99	0.00	1	0.00	0.00	0.00	1	0.00	0	103	103	6	18,123	7	-1,557	10	83	9	keep	
3	0.63	4.94	3.40	1	0.51	1.79	2.30	1	0.00	0	8	8	1	19,091	7	-1,591	10	955	8	keep	

## Near West alternatives

Alternative	Road Distance Linear	Acreege	Habitat (Acres)			Water Resources (lakes, wetlands) (Acres) (includes Housatonic River)			Ranking	Water Resources (streams) (Linear Feet)			Buildings			reduction in VMT	ranking re: reduction in VMT	ranking re: reduction in VHT	numbers of diverted north/east traffic	ranking re: diverted north/east traffic	recommendations
	Miles		Direct	Direct	Ranking	Direct	100' buffer	tot.imp.		Direct	Direct	100 up to 100'	Ranking								
4A	2.83	69.21	0.28	1	4.86	10.52	15.38	4	1245.68	2	7	9	1	20,215	7	-1,561	10	0	9	drop - does not meet project P&N	
4B	2.97	72.60	0.00	1	5.61	9.36	14.97	3	963.16	2	10	12	2	20,250	7	-1,561	10	0	9	drop - does not meet project P&N	
4C	3.20	78.13	0.03	1	5.69	9.47	15.16	4	471.46	2	6	8	1	20,255	7	-1,561	10	0	9	drop - does not meet project P&N	
4D	3.47	84.77	5.01	1	8.12	12.00	20.12	5	1587.78	5	16	21	3	20,242	7	-1,560	10	0	9	keep in case Mass Turnpike says no to interchange	
4A w/ interchange	2.83	150.46	0.28	1	9.84	10.75	20.59	5	4975.15	6	6	12	2	50,399	4	2,038	3	3,611	4	drop -10 is more effective at improving traffic and has fewer adverse impacts	
4B w/ interchange	2.97	155.20	0.00	1	9.88	9.84	19.72	4	4683.64	6	10	16	2	47,434	5	1,549	4	2,907	5	drop -10 is more effective at improving traffic and has fewer adverse impacts	
4C w/ interchange	3.20	160.18	0.03	1	10.20	9.87	20.07	5	4175.64	6	6	12	2	45,739	5	1,617	4	2,919	5	drop -10 is more effective at improving traffic and has fewer adverse impacts	
4D w/ interchange	3.47	166.77	5.01	1	12.64	12.41	25.05	6	5317.24	9	16	25	3	44,365	5	1,651	4	2,769	6	drop -10 is more effective at improving traffic and has fewer adverse impacts	
5	0.00	92.30	31.87	7	10.93	4.06	14.99	4	1569.50	6	4	10	2	40,867	6	1,569	4	6,561	2	keep	
10	1.23	117.40	0.00	1	9.35	7.35	16.70	4	4154.12	5	4	9	1	57,563	3	-172	7	5,042	3	keep	

## Far West alternatives

Alternative	Road Distance Linear	Acreege	Habitat (Acres)			Water Resources (lakes, wetlands) (Acres) (includes Housatonic River)			Ranking	Water Resources (streams) (Linear Feet)			Buildings			reduction in VMT	ranking re: reduction in VMT	ranking re: reduction in VHT	numbers of diverted north/east traffic	ranking re: diverted north/east traffic	recommendations
	Miles		Direct	Direct	Ranking	Direct	100' buffer	tot.imp.		Direct	Direct	100 up to 100'	Ranking								
9	0.00	8.44	2.22	1	0.00	0.05	0.05	1	1093.56	2	1	3	1	22,088	7	-1,098	8	61	9	drop - does not meet project P&N	