

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	