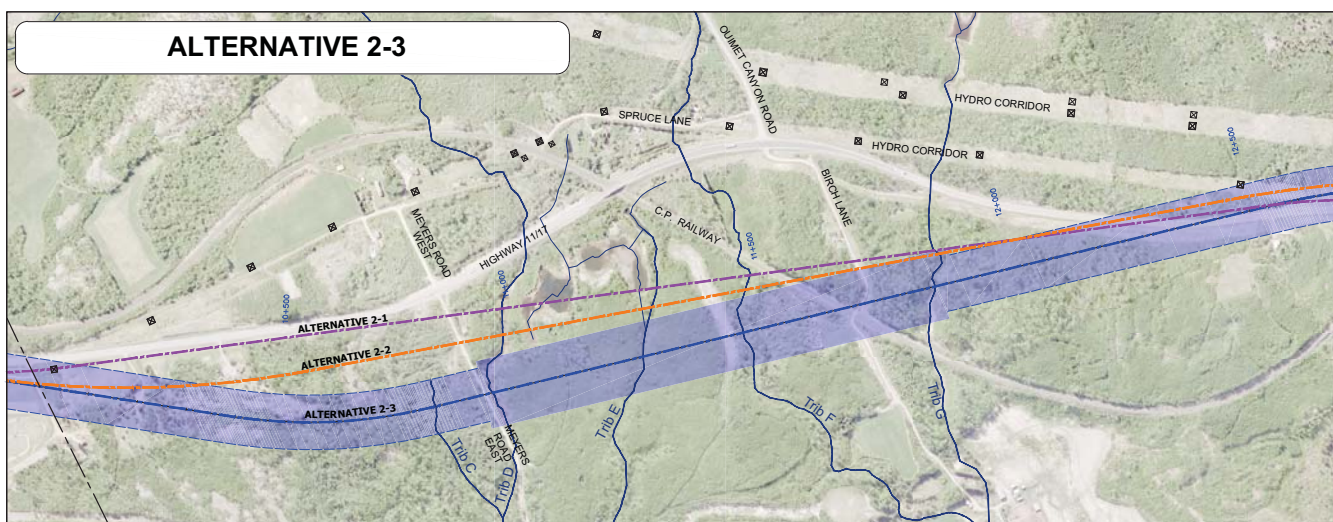
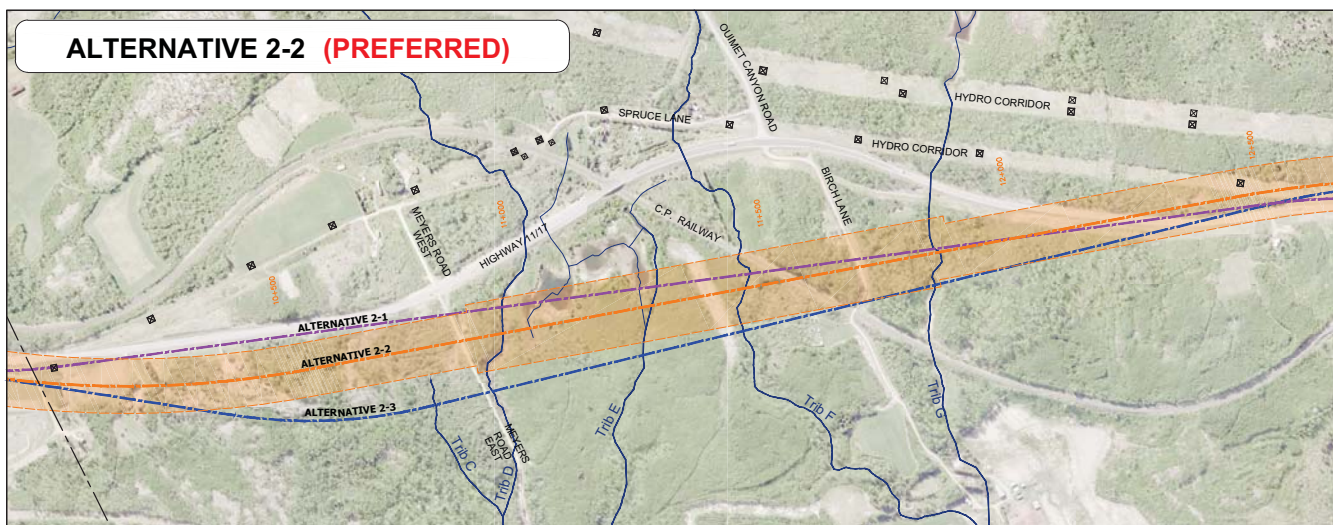
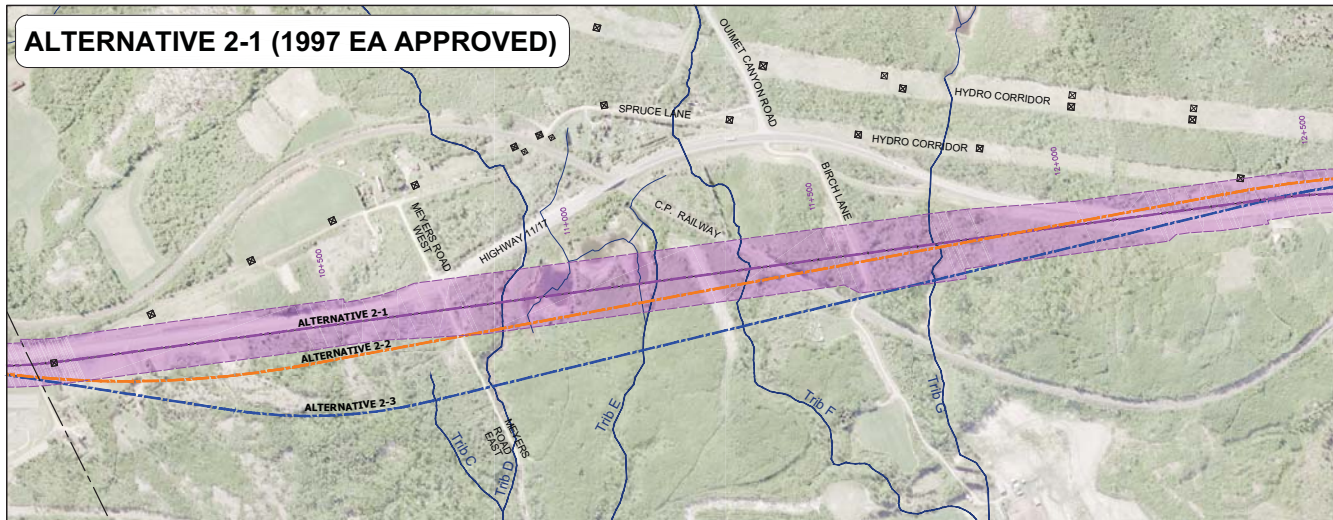


EVALUATION OF HIGHWAY ALIGNMENT ALTERNATIVES - SECTION 2



Evaluation of Highway 11/17 Alignment Alternatives SECTION 2				
Factor / Indicator	Alternative 2-1 (1997 EA Approved Plan)	Alternative 2-2	Alternative 2-3	Comments
Natural Environment <ul style="list-style-type: none"> Extent of Natural Habitat Fragmentation Impacts to Natural Features Extent of Vegetation Community Removal Potential Impacts to Wildlife and Wildlife Habitat Impact to Fish and Aquatic Resources 				<ul style="list-style-type: none"> Alternative 2-1 will result in minor habitat fragmentation whereas Alternatives 2-2 and 2-3 will cause greater habitat fragmentation. Alternative 2-1 will minimize impacts to significant woodland area, wetlands, and rock barren (potential Whip-Poor-Will habitat). Alternative 2-2 will result in minor impacts to the significant woodland area but higher impacts to rock barren areas. Alternative 2-3 will result in direct impacts to the significant woodland area and the highest impact to rock barren areas. Alternative 2-1 will require the least amount of vegetation removal because this alignment reuses a portion of existing Highway 11/17. Alternatives 2-2 and 2-3 will require greater extents of vegetation removal. All Alternatives will require crossings over Tributaries C, D, E, F, and G. Alternative 2-1 is not preferred because it is anticipated to have greater impacts to baitfish ponds.
Category Summary • Alternative 2-1 is preferred from a natural environment perspective.				
Socio-Economic and Cultural Environment <ul style="list-style-type: none"> Residents and Business Displacement Property Requirements Noise Archaeological Resources 				<ul style="list-style-type: none"> All Alternatives will impact the private baitfish operation, however, Alternative 2-1 causes the least impacts to private baitfish ponds. Alternative 2-1 is anticipated to impact 13 properties; Alternative 2-2 is anticipated to impact 11 properties and Alternative 2-3 is anticipated to impact 12 properties. 2 residential and/or business displacements result with all three alternatives. Alternative 2-1 has the lowest property requirement by area, though all have similar total property requirements. Alternative 2-2 will impact the fewest noise / air quality sensitive areas. All alternatives require archaeological assessment.
Category Summary • Alternative 2-2 is preferred from a socio-economic and cultural perspective.				
Transportation/Engineering <ul style="list-style-type: none"> Flexibility to Accommodate Municipal Road Connections Highway Geometrics Flexibility to Accommodate Future Interchanges Complexity and Difficulty of Construction Geotechnical suitability Impacts to Utilities Structures 				<ul style="list-style-type: none"> All Alternatives will meet the projected traffic demand and enhance highway safety. Alternative 2-2 will offer slightly better highway geometrics, and will accommodate future municipal road connections. Alternative 2-2 allows for better construction staging which reduces the impacts of traffic during construction. Alternative 2-2 allows for a slightly better skew at the CPR bridge crossing and reduces CPR bridge length. All Alternatives will have similar impacts to utility towers.
Category Summary • Alternative 2-2 is preferred from a transportation / engineering perspective.				
Cost <ul style="list-style-type: none"> Cost including Construction, Utility Relocation and Property Requirement 				<ul style="list-style-type: none"> Alternative 2-2 has a lower construction cost whereas Alternatives 2-1 and 2-3 have higher construction costs.
Category Summary • Alternative 2-2 is preferred from a cost perspective.				
OVERALL EVALUATION		PREFERRED		Overall, Alternative 2-2 is preferred for the following reasons: <ul style="list-style-type: none"> Retains most of baitfish ponds between Meyers Road and CPR; Lowest property impact and displacement Minimizes impact to significant woodland area and potential Whip-Poor-Will habitat; Impacts fewer noise / air quality sensitive areas; Has better construction staging; Slightly better skew on the CPR structure and geometrics; and Lower cost.

