

Circ-Williston Environmental Impact Statement

Public Information Meetings on the Detailed Evaluation of Alternatives

May 22-24, 2007

Burlington/Essex Junction/Jericho

What is an EIS?

- **National Environmental Policy Act requires Environmental Impact Statement for major projects**
- **Must take a hard look at alternative ways to meet project purpose**
- **Compare each alternative to future No-Build**
- **Federal Highway Administration makes final decision, based on EIS information**

Five-Step EIS Process

- **Scoping: define need, identify issues, and collect many possible improvement concepts**
- **Screening: reduce 23 preliminary alternatives to short-list alternatives (8, then 10)**
- **Detailed analysis of 10 alternatives and No-Build**
- **Compare alternatives in Draft EIS**
 - **Public comment period and hearing**
- **Select an alternative and publish Final EIS**
 - **FHWA Record of Decision**

Tonight's topics

- **Share results that will be explained in the project's Draft Environmental Impact Statement (DEIS)**
- **Identify the approximate schedule for the DEIS publication and comment period**
- **Describe the process for public review and comment on the DEIS**


What has been done: taken a “hard look” at the alternatives

- **Developed alternatives to a level sufficient to understand impacts**
- **Developed and applied impact assessment methods**
- **Developed and assessed impact mitigation measures**
- **Evaluated alternatives based on analysis results**
- **Coordinated analyses with participating agencies**

Build alternatives

- **VT 2A Alternatives**
 - Alternative **2** – 4-lane VT 2A (signalized intersections)
 - Alternative **3** – 4-lane VT 2A (roundabouts)
 - Alternative **22** – VT 2A tapered widening (roundabouts)
- **Circ A/B Alternatives**
 - Alternative **16a** – 4-Lane Limited Access (Redmond Rd. interchange)
 - Alternative **16b** – 4-Lane Limited Access (16a plus US 2 interchange)
 - Alternative **16c** – 4-lane Limited Access (Mountain View Rd. interchange instead of Redmond Rd.)
 - Alternative **17** – 4-lane Boulevard (intersections at US 2 and Mountain View Rd.)
- **Hybrid Alternatives (VT 2A plus Circ Street btw. I-89 and Mountain View Rd.)**
 - Alternative **18** – Alternative 2 plus Circ Street
 - Alternative **19** – Alternative 3 plus Circ Street
 - Alternative **23** – Alternative 22 plus Circ Street

Project purpose & need

- **Relieve congestion**
 - **Improve safety**
 - **Reduce truck traffic on local roads**
 - **Improve mobility**
- 
- The slide features a light beige background with a decorative graphic of several overlapping, wavy, light-colored lines that flow from the bottom right towards the center of the slide.

Relieve congestion: Reduced intersection delays

Alternative	# VT 2A intersections with level of service F conditions	# VT 2A intersections with improved level of service
Existing	3 of 18 (AM + PM)	-
No Build	6 of 18 (AM + PM)	-
16a	0	9
16c	0	9
23	0	9
17	0	8
18	1	9
3	1	8
16b	1	8
22	1	8
2	2	8
19	2	6

Relieve congestion: Improved VT 2A traffic flow

Alternative	# VT 2A roadway segments with traffic volumes > roadway capacity	# VT 2A congested roadway segments with improved traffic flow
Existing	5 of 20 (AM + PM)	-
No Build	9 of 20 (AM + PM)	-
3	5	7
19	5	7
2	5	6
18	5	5
16a	6	4
16b	6	4
17	6	3
16c	7	4
23	7	2
22	8	1

Relieve congestion: Improved No. Williston Road traffic flow

Alternative	# No. Williston Rd. roadway segments with traffic volumes > roadway capacity	# No. Williston Rd. congested roadway segments with improved traffic flow
Existing	0 of 8 (AM + PM)	-
No Build	2 of 8 (AM + PM)	-
16c	0	2
17	0	2
16b	0	2
16a	0	2
2	2	2
3	2	2
18	2	1
19	2	1
22	2	0
23	2	0

Improve safety: Crashes (5-year period)

Alternative	# Crashes VT 2A
Existing	270
No Build	320
23	227
22	235
16b	244
16c	249
16a	252
17	253
19	254
3	258
18	264
2	272

Alternative	# Crashes Other Roadways
Existing	626
No Build	723
19	711
23	714
16a	715
16b	719
22	721
16c	721
18	722
17	725
3	726
2	732

Reduce truck traffic: Effect on local road truck traffic

Alternative	AM		PM	
	>10% decrease	>10% increase	>10% decrease	>10% increase
16b	12 of 17 segments	1 of 17 segments	13 of 17 segments	0 of 17 segments
16c	10	1	13	0
17	8	0	9	0
16a	8	1	10	0
23	5	0	6	0
19	6	4	5	4
18	6	5	5	4
22	0	0	0	0
2	1	5	1	5
3	1	5	0	5

Performance of alternatives: Improved mobility (AM Peak)

Alternative	Essex to Williston	Essex Jct. to Williston	Williston to Essex	Williston to Essex Jct.
Existing (mins.)	18.3	12.6	16.1	11.5
No Build (mins.)	22.1	16.3	17.0	12.5
16b	-19.1%	-15.0%	-13.2%	-5.9%
16c	-16.2%	-13.4%	-11.1%	-3.5%
17	-16.6%	-13.3%	-10.6%	-3.6%
16a	-15.6%	-12.8%	-8.3%	-3.5%
18	-8.5%	-14.8%	-2.6%	-4.2%
2	-8.1%	-13.6%	-1.6%	-2.6%
19	-7.7%	-13.6%	-1.4%	-2.6%
3	-7.3%	-12.6%	-0.4%	-0.8%
23	-0.3%	-1.2%	-1.2%	-2.2%
22	-0.1%	-0.1%	-0.2%	0.1%

Performance of alternatives: Improved mobility (PM Peak)

Alternative	Essex to Williston	Essex Jct. to Williston	Williston to Essex	Williston to Essex Jct.
Existing (mins.)	18.0	13.3	20.8	14.5
No Build (mins.)	19.5	15.0	26.6	20.7
16b	-14.0%	-9.5%	-16.8%	-17.5%
16c	-12.1%	-5.8%	-14.4%	-15.3%
16a	-10.8%	-6.7%	-14.8%	-15.3%
17	-11.5%	-5.9%	-14.1%	-15.0%
18	-5.1%	-6.9%	-10.7%	-19.1%
2	-4.0%	-5.3%	-10.2%	-17.8%
19	-3.5%	-4.8%	-9.7%	-17.6%
3	-2.3%	-2.8%	-9.0%	-16.1%
23	-1.6%	-2.5%	-0.6%	-1.5%
22	-0.3%	-0.5%	-0.3%	-0.4%

Comparison of alternatives: Addresses purpose & need?

Alternative	Reduce congestion (intersections)	Reduce congestion (roadway segments)	Improve safety	Reduce truck traffic on local roadways	Improve mobility
2	Poor	Good	Poor	Poor	Fair
3	Fair	Good	Fair	Poor	Fair
22	Fair	Poor	Good	Poor	Poor
16a	Good	Fair	Good	Good	Good
16b	Fair	Fair	Good	Good	Good
16c	Good	Fair	Good	Good	Good
17	Good	Fair	Fair	Good	Good
18	Fair	Fair	Good	Poor	Fair
19	Poor	Fair	Good	Poor	Fair
23	Good	Poor	Good	Fair	Poor

Estimated cost

Alternative	Estimated cost (\$2007)*
22	\$49,500,000
17	\$58,300,000
3	\$60,700,000
23	\$66,300,000
2	\$66,500,000
16a	\$73,000,000
16c	\$74,800,000
16b	\$81,000,000
19	\$81,800,000
18	\$87,700,000

* Adjusted for differences in estimated cost of final design, permitting, and schedule. Includes right-of-way acquisition costs.

Comparison of alternatives: Effects of alternatives vary

- **Consistency with local plans**
- **Effects on historic properties**
- **Effects on publicly-owned parks**
- **Effects on wetlands and other habitat**
- **Property acquisitions**
- **Effects on noise**

Consistency with local plans

Alternative	Consistent with Williston Plan?	Consistent with Essex Junction Plan?
No Build	No	No
16a	Yes	Yes
16c	Yes	Yes
16b	No	Yes
17	No	Yes
2	No	No
3	No	No
22	No	No
18	No	No
19	No	No
23	No	No

Effects on historic properties: VT 2A and Circ A/B corridors

Alternative	# properties with adverse effect
16a	0
16b	0
16c	0
17	0
2	4
18	4
22	4
23	4
3	7 plus 1 historic district
19	7 plus 1 historic district

Effects on publicly-owned parks

Alternative	# parks with land acquisition
2	0
16a	0
16b	0
16c	0
17	0
18	0
3	1
19	1
22	1
23	1

Effects on wetlands

Alternative	# acres impacted
3	0.9
22	1.0
2	1.4
19	21.2
23	21.3
18	21.6
17	24.8
16c	27.3
16a	32.0
16b	36.7

Effects on deer wintering habitat

Alternative	# acres impacted
2	0
3	0
22	0
18	0
19	0
23	0
16a	35 of 633-acre habitat
16b	35 of 633-acre habitat
16c	35 of 633-acre habitat
17	35 of 633-acre habitat

Property acquisitions

Alternative	# residential and business displacements	# of full acquisitions	# of partial acquisitions
16a	0	0	0
17	0	0	3
16c	0	1	4
16b	1	1	5
22	6	8	77
23	6	8	80
2	7	8	155
18	7	8	158
3	10	12	157
19	10	12	160

Noise impacts

Alternative	VT 2A Corridor	Circ A/B Corridor	Total
Existing	14	0	14
No-Build	48	0	48
17	52	0	52
23	59	0	59
22	60	0	60
16c	39	33	72
18	72	0	72
19	72	0	72
16b	39	34	73
2	75	0	75
3	84	0	84
16a	52	34	86

Comparison of alternatives: Effects of alternatives are similar

- **Effects on travel patterns and traffic flow beyond the immediate project vicinity**
- **Effects on growth**
- **Effects on air quality**
- **Effects on water resources**
- **Effects on threatened & endangered species**
- **Effects on low-income and minority populations**

Example of traffic effect beyond project vicinity: Susie Wilson Rd.

Alternative	Two-way traffic volumes between Kellogg Road and VT 15 (AM Peak)
No Build	1,664
17	1,517
16c	1,528
16b	1,540
16a	1,543
23	1,631
22	1,641
2	1,652
18	1,666
3	1,672
19	1,683

Changes in growth in households: NW VT counties

Alternative	Chittenden	Addison	Franklin	Grand Isle	Lamoille	Washington
Existing	56,452	13,068	16,765	2,761	9,221	23,659
No Build	+29,130	+4,291	+7,371	+1,689	+4,377	+6,564
2	-3	-8	11	1	0	-1
22	-3	-8	11	1	0	-1
3	11	-3	12	1	1	-4
19	-30	-5	5	-1	22	22
23	38	4	13	2	-4	-24
18	-47	-11	4	-1	24	25
16a	-67	-10	40	0	54	20
16b	-67	-10	40	0	54	20
16c	-82	-3	30	-2	62	37
17	-91	-7	9	-5	57	58

Changes in growth in households: Chittenden Co.

Alternative	Williston	Essex/ Essex Jct./ Colchester	Shelburne	So. Burlington	Burlington /Winooski	All other towns
Existing	2,932	13,999	2,452	5,916	22,504	12,530
No Build	+2,922	+6,877	+1,223	+9,606	+6,701	+1,793
22	0	-2	-1	-1	-1	-1
16a	8	-25	-18	-15	-5	-19
16c	8	-41	-20	-17	-6	-17
3	25	-15	-4	-2	-1	3
2	28	-23	-6	-6	-2	-1
17	28	-65	-19	-16	-6	-26
16b	35	-41	-20	-18	-7	-19
23	44	-2	-4	-2	-1	-9
19	55	-53	-12	-10	-4	-14
18	57	-60	-14	-12	-5	-17

Next Steps

- **Complete Draft EIS; submit Section 404 (Wetlands) Permit application**
- **Publish Draft EIS**
- **Comment Period and Public Hearing (jointly with U.S. Army Corps of Engineers)**
- **Review Comments**
- **Publish Final EIS with identified preferred alternative and responses to comments**
- **FHWA announces decision (ROD)**

DEIS Process

- **Notices of DEIS availability and receipt of Section 404 Permit application published**
- **DEIS made available; start of 45-day comment period**
 - **VTrans and Federal Highway Administration offices**
 - **Libraries**
 - **Website (www.circEIS.org)**
 - **CD ROM**
- **Public Hearing on DEIS (approx. 30 days after publication)**
- **How to comment**
 - **In writing to VTrans or FHWA via mail, e-mail or website**
 - **Orally, at Public Hearing**
- **We look forward to your comments**