

CHAPTER 1 – INTRODUCTION

1.1 Introduction

The purpose of this technical report is to evaluate and describe in detail the socioeconomic impacts related to the alternatives for the Circ-Williston Transportation Project. The technical report includes a description of methodology, agency coordination and data sources; existing conditions; and impacts and mitigation for the No Build and Build Alternatives. The technical report does not discuss the relative merits of or compare the project alternatives; rather it presents the consequences associated with each of the alternatives.

The Build Alternatives evaluated in this technical report are listed below. Descriptions of the No Build and Build Alternatives are provided in Chapter 4 of the DEIS. Preliminary engineering design plans and detailed information regarding the design and construction of the Build Alternatives is provided in Appendix P: *Preliminary Engineering Technical Report*.

VT 2A Alternatives (Improvements to Existing Roadway)

- Alternative 2: Four-lane VT 2A with signalized intersection improvements
- Alternative 3: Four-lane VT 2A with roundabouts
- Alternative 22: Tapered widening on VT 2A with signalized and roundabout intersections

Circ A/B Alternatives (New Roadway)

- Alternative 16a: Circ A/B limited access highway with VT 2A spot improvements. No connection to US 2 and trumpet interchange at Redmond Road.
- Alternative 16b: Circ A/B limited access highway with VT 2A spot improvements. Partial cloverleaf interchange at US 2 and trumpet interchange at Redmond Road.
- Alternative 16c: Circ A/B limited access highway with VT 2A spot improvements. No connection to US 2 and diamond interchange at Mountain View Road.
- Alternative 17: Circ A/B boulevard with VT 2A spot improvements.

Hybrid Alternatives (VT 2A Improvements plus Circ Street)

- Alternative 18: Four-lane VT 2A with signalized intersection improvements plus Circ Street.
- Alternative 19: Four-lane VT 2A with roundabouts plus Circ Street.
- Alternative 23: Tapered widening on VT 2A with signalized and roundabout intersections plus Circ Street.

Figures referenced in this report are located at the end of each corresponding chapter.