





















Bow-Concord I-93 Transportation Planning Study

**SCREENING SUMMARY
NO BUILD ALTERNATIVE**

The No Build Alternative is the do nothing option that is used for comparison to the build alternatives. The screening assumes no new facilities are constructed as part of the I-93 Project.

Category	Score					
						
Access		X				
Aesthetics			X			
Community Resources			X			
Community Vision		X				
Economic Vitality		X				
Historic and Archeological Resources			X			
Implementation					X	
Mobility	X					
Natural Environment		X				
Public Health		X				
Quality of Life		X				
Residential Neighborhoods		X				
Safety	X					
Support		X				
Transportation Choice		X				





















The No Build Alternative is required by NEPA for comparison purposes and therefore must be carried forward.	Required
---	-----------------

SCREENING SUMMARY

TRAVEL DEMAND MANAGEMENT ALTERNATIVE

The Travel Demand Management (TDM) Alternative proposes a variety of initiatives to decrease the demand on the transportation system without expanding the roadway network, these include:

- Ride Sharing
- Alternative modes (bus rail, etc.)
- Vanpools
- Shifting work hours
- Congestion pricing of tolls
- Tele-commuting
- Increased enforcement

Category	Score					
						
Access		X				
Aesthetics			X			
Community Resources			X			
Community Vision		X				
Economic Vitality		X				
Historic and Archeological Resources			X			
Implementation		X				
Mobility		X				
Natural Environment		X				
Public Health				X		
Quality of Life		X				
Residential Neighborhoods		X				
Safety		X				
Support		X				
Transportation Choice				X		






















<p>The TDM Alternative is deemed reasonable because it is typically an alternative or a component of an alternative in an environmental document.</p>	<p>Required</p>
---	------------------------

SCREENING SUMMARY

TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVE

The Transportation System Management (TSM) Alternative proposes a variety of short-term, low cost measures to reduce congestion and improve safety on the transportation system, these may include:

- New traffic signals
- Turn lanes
- Intelligent Transportation Systems
- Re-stripping lanes
- Ramp metering
- Ramp modifications

Category	Score					
						
Access		X				
Aesthetics			X			
Community Resources			X			
Community Vision		X				
Economic Vitality		X				
Historic and Archeological Resources			X			
Implementation				X		
Mobility		X				
Natural Environment		X				
Public Health			X			
Quality of Life		X				
Residential Neighborhoods		X				
Safety				X		
Support			X			
Transportation Choice		X				






















<p>The TSM Alternative is deemed reasonable because it is typically an alternative or a component of an alternative in an environmental document.</p>	Required
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SCREENING SUMMARY

OPPORTUNITY CORRIDOR CONCEPT OPTION 1

The Opportunity Corridor Concept was developed by the City of Concord. Option 1 includes all elements of this concept, which proposes the following;

- Six Lanes on I-93
- Westerly shift of I-93
- Lower I-93 between Exits 13 & 15
- Reconfigure Exits 14 & 15
- Upgrade to Exit 12
- Upgrade to I-93/I-89 and Exit 1
- Extend Storrs Street north & south
- Local Connection to Fort Eddy Road
- Multi-modal center
- River Access

Category	Score					
						
Access				X		
Aesthetics				X		
Community Resources			X			
Community Vision				X		
Economic Vitality				X		
Historic and Archeological Resources			X			
Implementation		X				
Mobility					X	
Natural Environment			X			
Public Health				X		
Quality of Life					X	
Residential Neighborhoods				X		
Safety					X	
Support					X	
Transportation Choice				X		

Opportunity Corridor Option 1 is deemed Reasonable for further consideration.	Reasonable
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SCREENING SUMMARY

OPPORTUNITY CORRIDOR CONCEPT OPTION 2

The Opportunity Corridor Concept was developed by the City of Concord. Option 2 proposes a reversible lane on I-93 and proposes the following;

- Five Lanes on I-93 (One Reversible)
- Westerly shift of I-93
- Lower I-93 between Exits 13 & 15
- Reconfigure Exits 14 & 15
- Upgrade to Exit 12
- Upgrade to I-93/I-89 and Exit 1
- Extend Storrs Street north & south
- Local Connection to Fort Eddy Road
- Multi-modal center
- River Access

Category	Score					
Access				X		
Aesthetics				X		
Community Resources			X			
Community Vision				X		
Economic Vitality				X		
Historic and Archeological Resources			X			
Implementation	X					
Mobility				X		
Natural Environment			X			
Public Health				X		
Quality of Life					X	
Residential Neighborhoods				X		
Safety				X		
Support					X	
Transportation Choice				X		






















Opportunity Corridor Option 2 is deemed Unreasonable because the expense to construct and operate a reversible lane is not justified for I-93 where the traffic volumes for peak and non-peak directions are not significantly different.	Unreasonable
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SCREENING SUMMARY

OPPORTUNITY CORRIDOR CONCEPT OPTION 4

The Opportunity Corridor Concept was developed by the City of Concord. Option 4 includes all elements of this concept in addition to a Route 106 Connector with access to Garvin Falls and Exit 2 ½ on I-393. It proposes the following;

- Six or Eight Lanes on I-93
- Westerly shift of I-93
- Lower I-93 between Exits 13 & 15
- Reconfigure Exits 14 & 15
- Route 106 Connector
- Access to Garvin Falls
- Extend Storrs Street north & south
- Local Connection to Fort Eddy Road
- Multi-modal center & River Access
- Exit 2 ½ on I-393

Category	Score					
						
Access					X	
Aesthetics				X		
Community Resources			X			
Community Vision				X		
Economic Vitality				X		
Historic and Archeological Resources	X					
Implementation	X					
Mobility					X	
Natural Environment	X					
Public Health			X			
Quality of Life					X	
Residential Neighborhoods			X			
Safety					X	
Support			X			
Transportation Choice				X		

Opportunity Corridor Option 4 is deemed ...	<i>Unresolved</i>
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SCREENING SUMMARY

OPPORTUNITY CORRIDOR CONCEPT OPTION 5

-The Opportunity Corridor Concept was developed by the City of Concord. Option 5 includes most of the elements of this concept except the shifting and lowering of I-93, the multi-modal center, or river access. It proposes the following improvements or provisions;

- Six Lanes on I-93
- Reconfigure Exits 14 & 15
- Extend Storrs Street north & south
- Local Connection to Fort Eddy Road

Category	Score					
Access				X		
Aesthetics		X				
Community Resources			X			
Community Vision	X	X				
Economic Vitality				X		
Historic and Archeological Resources		X				
Implementation			X			
Mobility					X	
Natural Environment			X			
Public Health			X			
Quality of Life				X		
Residential Neighborhoods				X		
Safety					X	
Support		X	X			
Transportation Choice		X				





















Opportunity Corridor Option 5 is deemed Unreasonable because it does not provide the community with the type of transportation system it desires.	Unreasonable
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Bow-Concord I-93 Transportation Planning Study

SCREENING SUMMARY

ROUTE 106 CONNECTOR OPTION 1

The Route 106 Connector Option 1 proposes a limited access connector roadway from I-89 to the Route 3/106 Intersection. I-93 would remain four lanes north of I-89 under this alternative.






















Category	Score					
						
Access				X		
Aesthetics			X			
Community Resources			X			
Community Vision				X		
Economic Vitality			X			
Historic and Archeological Resources	X					
Implementation		X				
Mobility		X				
Natural Environment	X					
Public Health			X			
Quality of Life			X			
Residential Neighborhoods			X			
Safety		X				
Support		X				
Transportation Choice				X		

<p>The Route 106 Connector Option 1 is deemed Unreasonable due to its inability to address the future mobility needs of I-93.</p>	<p>Unreasonable</p>
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SCREENING SUMMARY

ROUTE 106 CONNECTOR OPTION 2

The Route 106 Connector Option 2 proposes a limited access connector roadway from a new Exit 11 ½ on I-93 to the Route 3/106 Intersection. I-93 would remain four lanes north of I-89 under this alternative.

Category	Score					
						
Access				X		
Aesthetics			X			
Community Resources			X			
Community Vision				X		
Economic Vitality			X			
Historic and Archeological Resources		X				
Implementation		X				
Mobility		X				
Natural Environment		X				
Public Health			X			
Quality of Life			X			
Residential Neighborhoods			X			
Safety		X				
Support		X				
Transportation Choice				X		

<p>The Route 106 Connector Option 2 is deemed Unreasonable due to its inability to address the future mobility needs of I-93.</p>	<p>Unreasonable</p>
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Bow-Concord I-93 Transportation Planning Study

SCREENING SUMMARY

LOCAL ROAD IMPROVEMENTS ALTERNATIVE

The Local Road Improvements Alternative proposes improvements to or construction of new of local roads. I-93 would remain four lanes north of I-89 under this alternative and would include the following:

- Langley Parkway (NW Bypass)
- Exit 16 1/2
- Connector from Exit 16 to US 3
- Extend Storrs Street





















Category	Score					
						
Access			X			
Aesthetics			X			
Community Resources		X				
Community Vision		X				
Economic Vitality			X			
Historic and Archeological Resources	X					
Implementation		X				
Mobility		X				
Natural Environment	X					
Public Health			X			
Quality of Life		X				
Residential Neighborhoods		X				
Safety		X				
Support		X				
Transportation Choice			X			

<p>The Local Road Improvements Alternative is deemed Unreasonable due to its inability to address future mobility needs of I-93</p>	Unreasonable
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SCREENING SUMMARY

SAFETY IMPROVEMENTS ALTERNATIVE





















The Safety Improvements Alternative proposes to address the existing safety issues along I-93, I-89 and I-393. I-93 would remain four lanes north of I-89 under this alternative.

Category	Score					
						
Access			X			
Aesthetics			X			
Community Resources			X			
Community Vision		X				
Economic Vitality			X			
Historic and Archeological Resources			X			
Implementation				X		
Mobility	X					
Natural Environment			X			
Public Health			X			
Quality of Life		X				
Residential Neighborhoods			X			
Safety					X	
Support		X				
Transportation Choice			X			

<p>The Safety Improvements Alternative is deemed Unreasonable due to its inability to address future mobility needs of I-93.</p>	<h2 style="margin: 0;">Unreasonable</h2>
--	--

SCREENING SUMMARY
1992 FEASIBILITY STUDY ALTERNATIVE

The 1992 Feasibility Study proposed a significant reconstruction of I-93 that included an eight lane I-93. The proposed improvements included reconstruction of all exits on I-93 and Exit 1 on I-89.

Category	Score					
						
Access					X	
Aesthetics	X					
Community Resources			X			
Community Vision	X					
Economic Vitality				X		
Historic and Archeological Resources		X				
Implementation	X					
Mobility					X	
Natural Environment			X			
Public Health		X				
Quality of Life		X				
Residential Neighborhoods			X			
Safety					X	
Support	X					
Transportation Choice			X			





















<p>The 1992 Feasibility Study is deemed Unreasonable due to the impacts to the corridor and its focus on automobile traffic.</p>	<p>Unreasonable</p>
--	----------------------------

Bow-Concord I-93 Transportation Planning Study

SCREENING SUMMARY

PASSENGER RAIL SERVICE ALTERNATIVE

Passenger Rail Service proposes implementing rail service from the south into Concord. I-93 would remain four lanes north of I-89.





















Category	Score					
						
Access			X			
Aesthetics			X			
Community Resources			X			
Community Vision				X		
Economic Vitality				X		
Historic and Archeological Resources			X			
Implementation	X					
Mobility		X				
Natural Environment			X			
Public Health				X		
Quality of Life				X		
Residential Neighborhoods			X			
Safety			X			
Support		X				
Transportation Choice					X	

<p>The Passenger Rail Service Alternative is deemed Unreasonable due to its inability to address the project goals such as improved Mobility and increased safety.</p>	<p>Unreasonable</p>
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Bow-Concord I-93 Transportation Planning Study

SCREENING SUMMARY
INTERSTATE 93 TUNNEL ALTERNATIVE

This Alternative would place I-93 in a tunnel as it passed Downtown Concord. The tunnel would be a component of another build alternative.

Category	Score					
						
Access				X		
Aesthetics				X		
Community Resources			X			
Community Vision					X	
Economic Vitality				X		
Historic and Archeological Resources			X			
Implementation	X					
Mobility					X	
Natural Environment			X			
Public Health				X		
Quality of Life					X	
Residential Neighborhoods					X	
Safety				X		
Support				X		
Transportation Choice			X			





















The I-93 Tunnel is deemed a reasonable component for further consideration.	Reasonable
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Bow-Concord I-93 Transportation Planning Study

SCREENING SUMMARY

SHIFT I- 93 TO EAST OF MERRIMACK RIVER





















This Alternative would shift I-93 to the East side of the Merrimack River from north of Exit 12 to Exit 15. I-93 would have six lanes with upgraded exits.

Category	Score					
						
Access			X			
Aesthetics		X				
Community Resources			X			
Community Vision		X				
Economic Vitality				X		
Historic and Archeological Resources			X			
Implementation	X					
Mobility					X	
Natural Environment	X					
Public Health				X		
Quality of Life					X	
Residential Neighborhoods				X		
Safety				X		
Support		X				
Transportation Choice			X			

Shifting I-93 to the East side of the Merrimack River is deemed Unreasonable due to environmental obstacles.	Unreasonable
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SCREENING SUMMARY
MOVE MERRIMACK RIVER AWAY FROM I-93

This alternative proposes moving the Merrimack River away from Interstate 93 as it passes through Downtown Concord.





















Category	Score					
						
Access			X			
Aesthetics			X			
Community Resources			X			
Community Vision				X		
Economic Vitality			X			
Historic and Archeological Resources			X			
Implementation	X					
Mobility			X			
Natural Environment	X					
Public Health			X			
Quality of Life			X			
Residential Neighborhoods			X			
Safety			X			
Support	X					
Transportation Choice			X			

Moving the Merrimack River is deemed Unreasonable due to environmental obstacles.	Unreasonable
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Bow-Concord I-93 Transportation Planning Study

SCREENING SUMMARY
RAIL TRANSIT IN I-93 MEDIAN

This option proposes accommodating a rail transit system in the median of I-93. The transit system would be a component of another build alternative.

Category	Score					
						
Access			X			
Aesthetics			X			
Community Resources			X			
Community Vision			X			
Economic Vitality			X			
Historic and Archeological Resources			X			
Implementation	X					
Mobility		X				
Natural Environment		X				
Public Health				X		
Quality of Life				X		
Residential Neighborhoods			X			
Safety			X			
Support				X		
Transportation Choice					X	





















Rail Transit in the I-93 median is deemed a Reasonable component for further consideration.	Reasonable
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Bow-Concord I-93 Transportation Planning Study

SCREENING SUMMARY

WESTERN BELTWAY ALTERNATIVE

This alternative proposes a new corridor connecting I-89 near Exit 2 to I-93 near Exit 16 around the western side of Downtown Concord. I-93 would remain four lanes north of I-89.

Category	Score					
						
Access				X		
Aesthetics		X				
Community Resources	X					
Community Vision		X				
Economic Vitality			X			
Historic and Archeological Resources	X					
Implementation	X					
Mobility				X		
Natural Environment	X					
Public Health			X			
Quality of Life		X				
Residential Neighborhoods	X					
Safety		X				
Support	X					
Transportation Choice			X			

<p>The Western Beltway is deemed Unreasonable due its impacts to neighborhoods, historic properties and natural resources.</p>	<p>Unreasonable</p>
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