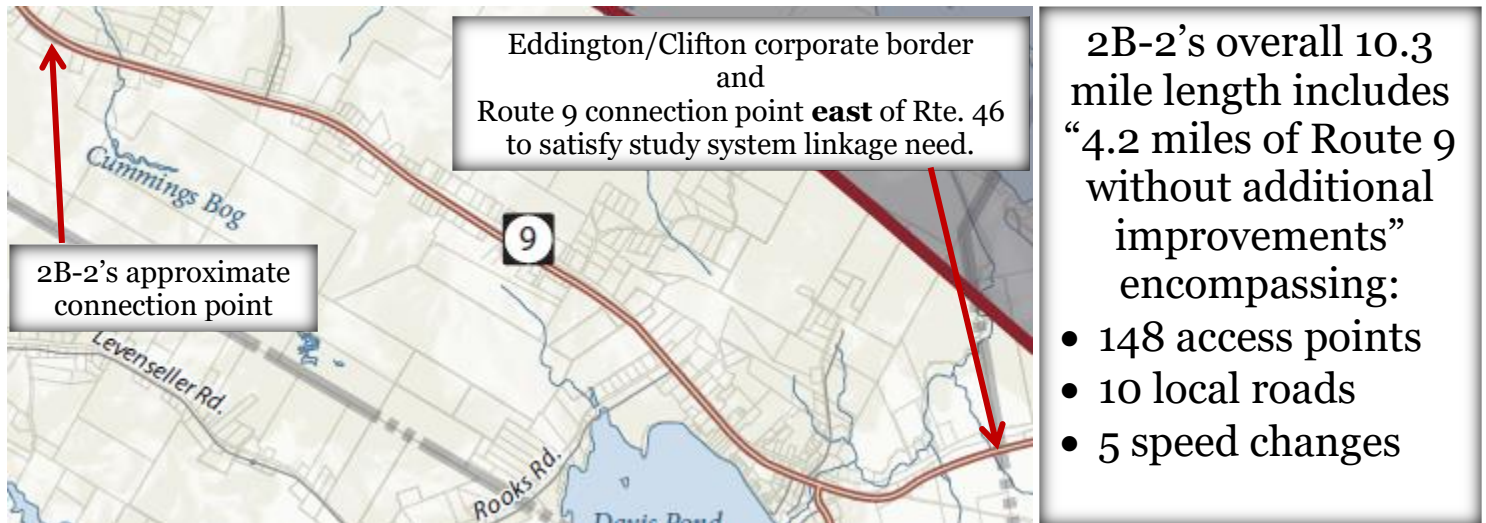


45 of the 79 studied alternatives in [Appendix C](#) satisfied the valid “east of Route 46” system linkage need—2B-2 does not...

The 4.2 miles of Eddington’s Main Road (aka Route 9)—as shown—was bypassed by 57% of the studied alternatives that satisfied the original and still valid system linkage need of a [“limited access connection between I-395 and Route 9 east of Route 46.”](#)



**C - I-395/Route 9 Transportation Study Environmental Impact Statement**

Family 2 – Northern Alternatives								
Alternatives	Description	Meets Purpose		Meets Needs			Practicable	Results
		Study Purpose	USACE Purpose	System Linkage	Safety Concerns	Traffic Congestion		
Alternative 2B-2	<ul style="list-style-type: none"> <li>Satisfies design criteria</li> <li>Length: 6.1 mi. of new alignment, 4.2 mi. of Route 9 without additional improvements</li> <li>Bridge length: 2,232 ft.</li> <li>Earthwork: 2.2 mcy (1.2 mcy cut, 1.0 mcy fill)</li> </ul>	Yes	Yes	In the near-term (Year 2035)	Yes	Yes	Yes	<ul style="list-style-type: none"> <li>Retained for detailed study</li> <li>Wetlands impacts: 34 ac.</li> <li>Stream crossings: 3 (2 with anadromous fish)</li> <li>Floodplain impacts: 15 ac.</li> <li>Notable wildlife habitat: 11.0</li> <li>Undeveloped habitat: 784 ac.</li> <li>Prime farmland: 20.0 ac.</li> <li>Residential displacements: 8</li> </ul>

“The system linkage need was discussed. With Route 9 having sufficient capacity for the next 20 years, the system linkage need and need for a limited access facility should be considered a long-term need. The DOT is committed to the East-West highway vision, and the system linkage need remains a valid need for this study. To help clarify when an alternative satisfies the system linkage need for the I-395/Route 9 study, the DOT will change references in Chapter 2 Alternatives Analysis and Appendix C Alternatives Considered and Dismissed to ‘partially satisfies’ the need to ‘in the near term’ (or something similar) and define ‘near term’ as the year 2030.”

[Sept 21, 2010 Interagency Meeting](#)

[Oct2003 logical termini](#): “Specifically, the eastern logical termini was refined. Alternatives that did not connect to **Route 9 east of Route 46** were dismissed from further consideration.”  
**—changed to—**  
[Jan2015 FEIS-stated logical termini](#): “The logical termini of the project was identified and defined as (1) I-395 near Route 1A and (2) **the portion of Route 9 in the study area.**”

Sept2010’s criteria changes enabled the selection of any alternative by merely connecting anywhere on Rte. 9 within the study area—deferring the revalidated “east of Route 46” system linkage and limited-access facility needs 20 years. **45 alternatives met the “east of Route 46” system linkage need without parsing words like “partially satisfies” and “in the near-term” and without necessitating 2B-2-like unplanned, unfunded long-term needs.**