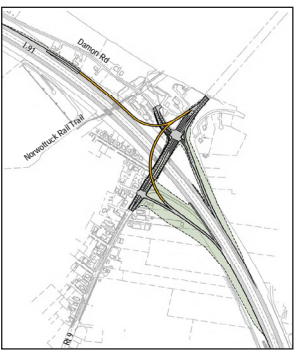
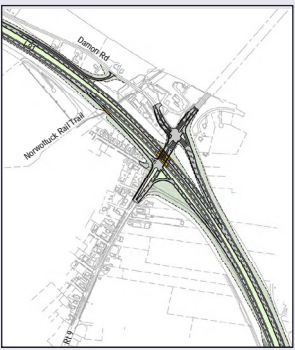
	Concept 16	includes a flyover from Route 9 westbound to I-91 southbound. This will remove a large portion of left turning traffic from Route 9 by moving it to an elevated roadway over Damon Road and I-91.
	Concept 17	includes a double flyover. This includes the flyover presented in Concept 16 plus a flyover from Route 9 westbound to I-91 northbound over Damon Road.
	Concept 18	includes a compressed, full diamond interchange at Exit 19. The I-91 southbound roadway will shift to the median. A new I-91 southbound off-ramp will be constructed on the former I-91 southbound roadway footprint. The I-91 southbound on-ramp will shift easterly. An I-91 northbound on-ramp will be constructed off of Damon Road (similar to Concept 15). This will require at least three new bridges on I-91.
	TDM Concept	The "transportation demand management" concept – intended to reduce vehicular traffic volume in the study area – includes more frequent bus service on Route 9, transit signal priority to speed buses through traffic signals, an employer-based "universal pass" system to offer deeply discounted bus fares beyond the academic community, enhanced bus shelters, and improved connections to and maintenance of the Norwottuck Rail Trail.

### We want to hear your opinion...

One of the project team's goals is to involve the public and representatives of local and regional interests and keep the study process transparent. Ways to get more information about the study and provide comments on the proposed alternatives include:

- **Visit the Project Website** – There is a project website for the I-91 Exit 19 Interchange Study at [www.mass.gov/massdot/interchange19](http://www.mass.gov/massdot/interchange19). This website includes background information on the study as well as detailed information such as PAC and public meeting scheduling information and materials. In addition, you can submit written comments on the "Contact Us" page.

- **Email Us** – You can email **Bao Lang**, of MassDOT, directly at [Bao.Lang@state.ma.us](mailto:Bao.Lang@state.ma.us) with your comments or concerns.
- **Attend a Project Advisory Committee or Public Meeting** – This is a great place to learn more about the study through viewing and listening to study update presentations. There is an opportunity for you to comment at all meetings, which are scheduled regularly throughout the study process. Meeting information is posted on the project website.

## Project Overview

In Spring 2009, the Massachusetts Department of Transportation (MassDOT) began the process of studying the I-91 Exit 19 Interchange area. The purpose of the study is to find ways to improve traffic congestion in the I-91 Exit 19 area, particularly on Route 9. The project includes a traffic and transit analysis, roadway design, environmental analysis, and an effort to seek community input. The final product could be a completed highway design, a series of smaller recommended improvements, or a recommendation to make no improvements.

While the earlier 2004 *Connecticut River Crossing Transportation Study* recommended construction of a full interchange at Exit 19, this study will include a detailed alternatives analysis and evaluation that reviews build as well as no-build improvement options.

The study is being conducted by MassDOT and a consultant team. TranSystems is the lead firm of the consultant team and is supported by McMahon Associates and Fitzgerald & Haliday, Inc. In addition a Project Advisory Committee (PAC) advises MassDOT on all major elements to be included in any improvement option pursued. The PAC consists of representatives from the Ward 3 neighborhood, environmental interests, state legislature, local colleges and universities, regional planning and transit agencies, bicycle advocacy groups, MassDOT, and Federal Highway Administration, as well as from the municipalities of Northampton, Hadley, and Hatfield. The PAC has met four times with the study team since November 2009.

### What's Next?

The purpose of the June public meeting is to present all improvement alternatives that are currently being considered in this study. This way, the public can comment on all proposed considerations early in the study process before decisions are made. The PAC has provided their thoughts to the study team about which alternatives should move forward for further evaluation and which should be dropped from further consideration. The study team would like the public to voice their opinions on the alternatives as well. After the public meeting, the study team will reconvene to discuss what was heard from both the PAC and the public. The team expects to reduce the number of alternatives, based on feasibility, cost, and PAC and public input in summer 2010.

Inside...

**Check out the 12 alternatives being considered!**

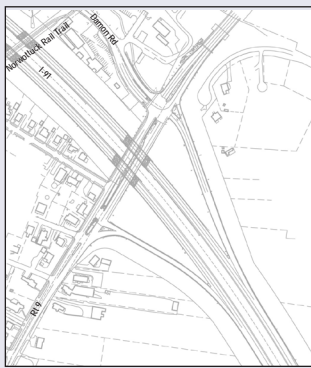
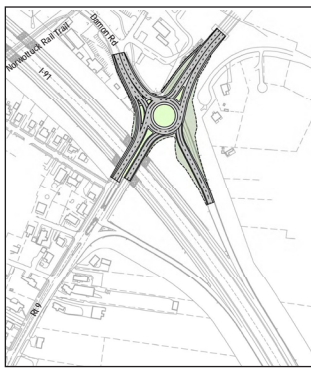





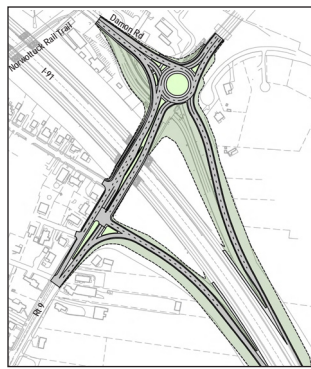

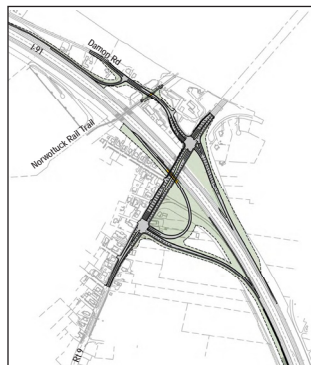
I-91 Exit 19 Interchange Study Area



# The Alternatives...At a Glance

There are currently 12 alternatives (called "concepts") that are considered for the I-91 Interchange 19 Study area. The alternatives include a No Build alternative, 10 build alternatives, and one Transportation Demand Management (TDM) alternative. Background information on each alternative is listed below. Alternatives are numbered in reference to the *CT River Crossing Study* concepts which included concepts at locations other than Interchange 19.

	No Build	consists of making no engineering improvements in the study area.
	Concept 12	converts the signalized intersection of Route 9 and Damon Road into a two-lane roundabout. It generally stays within the existing roadway layout.
	Concept 13	includes lane widening to the existing intersection and ramps. Specifically, it includes adding an additional westbound left turn lane from Route 9 onto the I-91 southbound on-ramp and an additional northbound through lane to Damon Road from the I-91 northbound off-ramp. The left turn lane onto I-91 southbound will be extended under the bridge by relocating sidewalk or replacing the overpass structures. Improvements are also made to the merges of the on- and off-ramps with the highway.
	Concept 13A	combines Concept 12 (roundabout) and the portion of Concept 13 that adds a second left-turn lane to enter the I-91 southbound on-ramp.

	Concept 13B	includes two roundabouts along Route 9. It converts the Damon Road / Route 9 signalized intersection into a roundabout and the Route 9 / I-91 southbound on-ramp intersection into a roundabout.
	Concept 13C	includes one roundabout and a relocated Damon Road as well as ramp improvements. It converts Damon Road / Route 9 into a roundabout and shifts Damon Road eastward towards the Coolidge Bridge. The left turn lane onto I-91 southbound will be extended under the bridge by relocating sidewalk or replacing the overpass structures.
	Concept 15	includes a full access interchange. The I-91 southbound off-ramp is constructed as a loop ramp, and the I-91 southbound on-ramp is constructed just west of the loop ramp. The I-91 northbound off-ramp is converted to a right turn only lane. A second I-91 northbound off-ramp will connect directly to Damon Road. An I-91 northbound on-ramp will be constructed off of Damon Road. Damon Road will be raised by five feet to accommodate the new ramps. This is the preferred concept from the <i>CT River Crossing Study</i> .
	Concept 15A	is similar to Concept 15, except the northbound off-ramp onto Damon Road would not be constructed. It does not require raising Damon Road.