Maine Department of Transportation I-395 Connector Public Advisory Committee

Meeting Minutes

Monday, September 11, 2000 Holbrook School 7:00-9:00 pm PAC Meeting #1

Public Advisory Committee (PAC):

Alan Bromley Joan Brooks Rodney Buswell, Sr.

Ellen Campbell Manley DeBeck, Jr. Sandi Duchesne Keith Guttormsen

Maxine Harrow (for Edward Harrow)

Linda Johns Scott A. Leach Stan Moses Roger Raymond Jim Ring Peter Waas

Not in attendance:

Joseph M. Baldacci Rick Bronson Al Ckolfield Bion Foster Melody Knadler Charles Plummer

Study Team:

Andrew Bickmore
Terry Blair, Sr.
Richard Bostwick
Bill Coombs
Mari Costanzo
Michael Davies
Dale Doughty
Philip A. Dunn
Raymond Faucher
Bill Leet
Susanna Liller
Jim Linker
Dale Mayo

Fred Michaud William Plumpton

Redington Robbins

The meeting began with introductions. Mike Davies introduced himself, members of the study team, and Bill Plumpton, (MDOT's consultant). Gannett Fleming Inc, has been retained by the Department for their expertise and level of experience in conducting Environments Assessments. Bill Plumpton, will provide environmental oversight throughout the study. Susanna Liller and Mari Costanzo were also introduced as associates from the firm Barton & Gingold. Barton & Gingold was retained by the Department to provide facilitation services as well as being responsible for document preparation / distribution during the study.

PAC members introduced themselves:

Sandi Duchesne- works for BACTS and lives in Clifton

Peter Waas- works on the Sunrise Economic Development Council

Keith Guttormsen- is on the Calais Chamber of Commerce

Roger Raymond- represents RTAC II

Scott A. Leach- represents RTAC III

Alan Bromley- is on the Town of Holden Planning Board

Maxine Harrow- is standing in for her husband and lives in Eddington

Stan Moses- is on the East/West Corridor Committee

Ellen Campbell- lives in Holden

Linda Johns- lives in Clifton and is a land surveyor

Manley Debeck- is on the Brewer City Council

Jim Ring- is the City Engineer for Bangor

Rodney Buswell, Sr.- owns Peavey Manufacturing, lives in Eddington

Joan Brooks- lives in Eddington, works with community development

Susanna's Presentation:

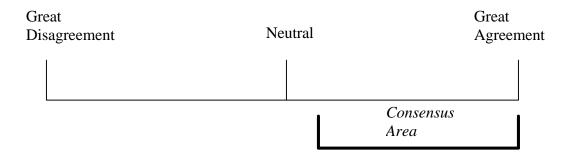
Susanna announced that the last ten minutes of the meeting are open for public discussion.

Susanna announced that PAC members are a conduit to the community, and that in addition to PAC meetings, there will also be public meetings. She asked for PAC suggestions for meeting ground rules. The adopted ground rules are:

Ground Rules (and who submitted):

- 1. One person talk at a time, Jim
- 2. Don't let one person monopolize, Sandi
- 3. Don't beat a dead horse, Ellen
- 4. Have an agenda and stick to it, Joan
- 5. Don't get personal, Manley
- 6. Respect other people's positions, Stan
- 7. No side conversations, Susanna
- 8. Start and end on time, Susanna
- 9. Stay objective, Mike
- 10. Speak up if you don't understand, Bill
- 11. If you are a PAC member, make a commitment, Joan

The Consensus Process:



Group decisions are made by consensus; therefore it is important that the group has a common understanding of what is consensus. Agreement happens on a continuum: with any decision people can be "way over to the left- in great disagreement" or "way over to the right- in great agreement" or "right in the middle- neutral".

A group has consensus as long as everyone is at least at "the Notch Above Neutral" or higher. The test to make sure everyone is at consensus is to ask each person if he/she can support the decision outside of the room, i.e. when he/she is defending the decision alone, without his/her fellow decision-makers.

If someone can't come to consensus, then he or she has to come up with a alternative that everyone can come to consensus on.

Questions from the PAC:

Sandi: Can people have stand-ins?

Mike: Yes, as long it does not become habitual.

Stan: What if the process fails to reach consensus?

Mike: If consensus can not be reached, those individuals must present a better

option.

Susanna: And keep talking about why you disagree.

Sandi: When is it okay to move on from an issue?

Susanna: We can always go back to an issue later. Also, members can decide to

move on even if they are not a "notch above neutral".

Bill's Presentation:

Goal: Location approval that then gets handed over to the engineers. The process is driven by the National Environmental Policy Act.

NEPA:

- Signed in 1970 so that federal agencies would consider environmental impact.
- -Country's basic national charter for protection of the environment.
- Established environmental policy, provided interdisciplinary framework for agencies to prevent environmental damages, and contains action-forcing procedure to ensure agencies and decision-makers consider environmental factors.

Quote:

"Ultimately, of course, it's not better documents but better decisions that count. The purpose is not to generate paperwork, but to foster excellent action."

-Council of Environmental Quality

Agencies:

Federal Highway Administration is the lead agency, then there are many, many other agencies involved who are potentially impacted by the decision (i.e. MDEP, Maine Historic Preservation, Army Corps of Engineers, Fish & Wildlife, EPA, concerned citizens, etc.)

Levels:

- Categorical Exclusions, CE
- Environmental Assessment, EA when significance of impact is unknown
- Prepare Environmental Impact Statement. EIS if impact is known to be significant.

Purposes of an EA

- -to document NEPA compliance
- -to determine if an EIS is required, and, if required, create its foundation

Note: It is possible to transition from EA to EIS if necessary.

Overview of Steps in the NEPA Process

Internal Administrative Activities and Internal Scoping organizing resources

conducting start up meetings establishing Scope of Work and activities to be performed

Agency and Public Scoping

Scoping

determine the connected, similar, and cumulative actions determines the alternatives to be considered determines the direct, indirect, and cumulative impacts to be

evaluated

Activities include

introductory Interagency meeting formation of a PAC initial public meeting

Purpose and Needs

clear definition of problems

Alternatives development and Impact Assessment only alternatives that are responsive to purpose and needs Natural Environment issues Social Environment issues

Avoidance and Minimization of Alternatives

Draft EA Preparation and Circulation public hearing respond to substantive comments

Final EA Preparation

FONSI

document prepared by the federal agency briefly presenting why an action does not have a significant impact and an EIS won't be prepared. Must include description of mitigation measures.

Bill gave out handouts that detail the NEPA process. He also made it known that a project-specific website will developed to provide additional study information.

Mike Davies pointed out that there are 3 hurdles to completing an EA:

- Community support
- Agency support
- Coming up with a realistic alternative

Questions from the PAC:

Al: How much federal is there versus state funding?

Mike: There is an 80%-20% split.

Al: What does the 20% go to?

Mike: This is the States matching portion and is utilized throughout all phases of

the project.

Sandi: The 80%-20% split is used for every road that is larger than a local road.

Stan: Is the Federal Highway Administration aware of this project?

Mike: Yes they are aware of the study. Jim Linker and Ken Todd are our federal

representatives and one of them, most likely Jim Linker will be actively

involved in the study.

Linda: How long after the EA is the design done? Construction?

Mike: The Study will take approximately $1\frac{1}{2}$ to 2 years, then the design starts

and that may take 2 years, and at least 2 more years for construction. This

is all contingent on available funding.

Ellen: Is it possible to make PAC meetings more frequent than every 6-8

weeks?

Bill: Yes, at the beginning. Later there will be too much to do in between each

PAC meeting.

Mike: I would like the meetings every four weeks in the beginning.

Stan: How was this project defined to federal entities?

Mike: Local communities voiced concerns with the changes in traffic patterns

after the completion of I-395, new traffic data was collected and analyzed, representatives endorsed their constituents concerns, MDOT agreed to conduct a formal study to identify alternative Transportation solutions.

Joan: Define regional and local.

Mike: Local- Clifton to Bangor, Regional- East, West, North, South commerce

routes.

Stan: Did this process (NEPA) happen before the building of I-395?

Bill: Yes.

Jim: More recently, the process was used for the I-295 interchange which is

under construction now.

Stan: Were the unanticipated impacts of I-395 a failure of the NEPA process?

Is it this PAC's job to anticipate similar potential impacts?

Bill: Yes, it is part of this PAC's job. So far, there's been terrible tracking of

the results of these projects and we need to do better.

Mike: It was not necessarily a failure the process. I believe we are more

informed with better resources and technology to help in the decision

making process.

Jim: Bangor and Brewer were likely the only ones involved at the time.

Stan: So they were not thinking regional enough back then. That's an important

point.

Joan: Traffic patterns are also affected by rail service. It doesn't look like we're

looking at anything other than the highways.

Bill: We do have to look at other factors. That's the plan. Sandi: We can learn from I-395 to look at the whole map.

Peter: I thought I-395's purpose was to dump traffic out of Brewer toward

Rt 3?

Mike: Many factors have contributed to our current traffic conditions,

completion of I-395, NAFTA, currency exchange rate, strong economy,

etc.

Peter: A lot of problems seem like they came up afterward.

Scott: What about the Sensible Transportation Policy? Bill: That happens as a process concurrent to NEPA.

Stan: Are natural and manmade factors weighted equally?

Bill: Yes. And economics.

The meeting moved to scheduling.

The suggestion was to meet the first Monday of every month- this works at least for October.

The next PAC meeting was scheduled for:

Monday, October 2nd Location: Brewer Auditorium Upstairs Conference Room 7:00 to 9:00 pm

Future meetings are to be on 11/15 and 12/18.

Susanna then opened the meeting up to questions from the public:

Jack Neeley from Holden: Is the option of not building anything being considered?

Bill: Yes.

Jack: Why was there such a short time for appointments to the

PAC?

PAC members noted there was plenty of time.

Jack: How will you gain access to property for study?

Bill: We do GIS tracking now. There is no access to property

until later in the study and we will secure permission.

Jack: Have you considered that whatever is built may not be a

link, but the start of an East/West highway? We have to

consider future building as a result.

Bill: Yes. That goes under the study of cumulative effects-

studying the past, present, and future.

John Bryant from Holden: The definition of regional has changed. How would you

define it? Why, for example, do you have a representative

from Calais?

Mike: Regional representation is important. This is a regional as

well as a local transportation issue and we must work

together to identify possible solutions.

John: How can you stay objective when you talk about I-395 as a

link?

Mike: It's hard, but we have to consider a no-build option.

Bill: There are missing links all over the country. We must

consider the existing logical termini and decide if it is still reasonable. It would be hard to throw away the I-395

investment.

Richard Bower, Eddington: The air conditioner makes it difficult for the public to hear

PAC members. Can we shut it off?

Susanna: Please let us know any of those problems at the beginning

of the meeting so we can fix them right away.

Grant Bryer from Holden: How was the financial math done for this without project

data?

Mike: The \$18.6 million estimate was based on a best guess

reasonable solution.

Grant: How do you deal with eminent domain? Do you pay

residents fair-market value?

Mike: That is taken into consideration during the design phase,

people are always fairly, or more than fairly compensated.

Grant: The community does not get this information.

Mike: We have professionals in our Right of Way group who can

provide any information on Right of Way issues.

There were no more questions.

Susanna thanked everyone and the meeting was adjourned.

NEPA- Overview of Background and Implementation

- 1. Introduction and Purpose of the Law
- -NEPA signed January 1970 in response to overwhelming national sentiment that federal agencies should consider the environmental impacts of their actions.
 - -NEPA is our country's basic national charter for the protection of the environment.
- -It established environmental policy for the nation, provides for an interdisciplinary framework for agencies to prevent environmental damage, and contains action-forcing procedures to ensure agencies and decision-makers consider environmental factors.

-Four purposes of NEPA:

- 1. Declare a national policy which will encourage productive and enjoyable harmony between people and the environment.
- 2. Promote efforts which will prevent or eliminate damage to the environment and stimulate health and welfare.
- 3. Enrich the understanding of the ecological system and natural resources important to the nation.
 - 4. Established the CEQ.

-quote

NEPA is procedural, not substantive; it tells us what to do and not how to do it. It is from the act that a process for compliance has been developed.

-Use a systematic, interdisciplinary approach to ensure integrated use of natural and social sciences in planning and decision making.

-identify and develop methods and procedures that will ensure environmental amenities and values are given appropriate consideration in decision-making.

NEPA is the nation's broadest environmental law and basic environmental charter. NEPA applies to all federal agencies and most of the activities that they fund or manage that affect the environment. It requires federal agencies to consider the natural resource, social, and economic impacts of their actions and disclose them in a public decision-making document. NEPA requires the preparation of environmental documents to ensure that federal agencies accomplish the purpose and intent of the law.

2. Key NEPA Players

- -Lead Agency (and state proponent)
 - -Determined by
 - -magnitude of involvement
 - -approval authority
 - -expertise
 - -establish duration of involvement
 - -establish sequence of events
- -Oversight Agencies -- Federal and state agencies with direct or indirect jurisdiction
- -Others
 - -Cooperating Agencies
 - -financing or approval responsibilities
 - -connected action
 - -special expertise

- -State and local agencies
- -Concerned citizens and organizations

3. Overview of Steps in the NEPA Process

-the environmental review process established under NEPA involves three key phases:

- -review for categorical exclusions or exemptions, preparation of an EA, and preparation of an EIS.
- -prepare an EA when we don't know the significance of an impact
- -prepare an EIS when a significant impact exists
 - -significance is determined in terms of context and intensity
- -Purposes of an EA
 - -to document NEPA compliance
 - -to determine if an EIS is required, and, if required, create its foundation

Visioning Stage

- -Internal Administrative Activities and Internal Scoping
 - -organizing resources
 - -conducting start up meetings
 - -establishing Scope of Work and activities to be performed
- -Agency and Public Scoping
 - -Scoping
 - -determine the connected, similar, and cumulative actions
 - -determines the range of reasonable alternatives to be considered
 - -determines the direct, indirect, and cumulative impacts to be evaluated
 - -Activities include
 - -introductory Interagency meeting
 - -formation of a PAC
 - -initial public meeting

Development Stage

- -Initial data collection and analysis
- -Purpose and Needs
 - -clear definition of problems
- -Identification and development of reasonable range of solutions

Refinement Stage

- -Data collection and detailed analysis
- -Preliminary alternatives screening and analysis
 - -only alternatives that are responsive to purpose and needs
 - -Natural Environment issues
 - -Social Environment issues

- -Refinement of alternatives
- -Preliminary Cost Estimate

Final Comparison Stage

- -Avoidance and Mininization of impacts
- -Draft EA Preparation and Circulation
 - -Format
 - -cover and title sheet
 - -purpose and needs
 - -alternatives analysis
 - -affected environment
 - -environmental consequences
 - -comments and coordination
 - -references
 - -technical appendices
 - -public hearing
 - -respond to substantive comments
- -Public hearing and comment period
- -Final EA Preparation
- -FONSI

-document prepared by the federal agency briefly presenting why an action does not have a significant impact and an EIS won't be prepared. Must include description of mitigation measures.

- 4. Adaptations of the NEPA Process to Fulfill FHWA and MDOT Requirements
 - -Integrate the requirements of STPA

study performed and this EA was prepared using an integrated Sensible Transportation Policy Act (STPA) and the NEPA process.

STPA applies to significant highway projects; significant highway projects are projects that increase capacity by constructing one or more through travel lanes, a highway on new location, or a bridge on new location. It recognizes that there are benefits and costs (financial, energy, and environmental) to transportation, and it provides policies and management strategies for the analysis of these issues. This rule requires MDOT to consider available and future modes of transportation and to minimize the effects of transportation on public health, air quality, water quality, land use, and other natural resources.

Under this broad umbrella of an integrated STPA / NEPA process, the compliance with many other federal and state statues, orders, and policies is required.

- -Typically develop design to about a 5% design submission, and more if necessary.
- -Interagency Meetings
 - -review work performed, work to be performed
 - -troubleshoot prior to circulation and submitting permit application
- -Public Involvement
 - -continuous process and community based
 - -combination of meetings, PAC, and hearing

Maine Department of Transportation I-395 Connector Public Advisory Committee Contact Susanna Liller at 1-800-370-2458, extension 112

Meeting Minutes

Monday, October 2, 2000 Brewer Auditorium 7:00-9:00 pm PAC Meeting #2

Public Advisory Committee (PAC):

Alan Bromley
Rick Bronson
Joan Brooks
Rodney Buswell, Sr.
Ellen Campbell
Sandi Duchesne
Linda Johns
Scott A. Leach
Stan Moses
Melody Knadler
Charles Plummer
Roger Raymond
Jim Ring

Not in attendance:

Al Skolfield

Joseph M. Baldacci Manley DeBeck, Jr. Bion Foster Keith Guttormsen Edward Harrow Peter Waas

Study Team:

Andrew Bickmore Terry Blair, Sr. Richard Bostwick Bill Coombs Mari Costanzo Michael Davies Dale Doughty Philip A. Dunn Raymond Faucher

Bill Leet
Susanna Liller
Jim Linker
Dale Mayo
Fred Michaud
William Plumpton
Redington Robbins

Susanna Liller welcomed everyone and asked PAC and study team members to reintroduce themselves in the interest of clear communication. In addition to the PAC member introductions, the following study team members introduced themselves:

- ?? Andy Bickmore with the DOT, responsible for traffic studies
- ?? Jim Linker with the Federal Highway Administration (FHWA) in Augusta
- ?? Mike Hassaman, Jim Linker's associate at the FHWA
- ?? Fred Michaud, regional planner
- ?? Dale Mayo, DOT construction representative

- ?? Redington Robbins, DOT
- ?? Jim Ring, city engineer for Bangor (Also a PAC member)

Susanna Liller asked if everyone had received the last meeting's minutes and if there were any problems. Sandi Duchesne responded that she was pleased with the minutes. There were no other comments.

Susanna asked the PAC to revisit the question of an ideal meeting time for everyone. Alan Bromley responded that he likes the 7:00 to 9:00pm meeting slot. There was agreement around the room. (It was decided at the end of the meeting to send an email survey out on the issue.)

Susanna announced that the DOT had made the following suggestions for new ground rules to add to the PAC's list:

- 1. No one is smarter than anyone else.
 - Jim Ring said he thought that rule was understood. Stan Moses added that the rule sounded like a value judgment and was not relevant. The PAC did not add the rule.
- 2. No moving in and out of meetings.

The PAC did not think this rule was necessary. The PAC did not add the rule.

- 3. Consensus can only come from PAC members.
 - Sandi Duchesne clarified that the PAC members are nonetheless representing other people outside the PAC. Charles Plummer asked if the PAC included the study team. Susanna answered no. The PAC did not add the rule.
- 4. Establish a quorum (See dialogue below)
- 5. Finish goals by the end of a meeting.
 Susanna said she thought that having an agenda covered this rule.

Ellen Campbell: I think that [the quorum idea] goes back to the issue of

commitment.

Mike Davies: There are only 13 people out of 20 here tonight. Susanna: And I only received one call from Mr. DeBeck.

Ellen: I'm shocked.

Roger Raymond: I think there is value to having a quorum of at least 11 people.

Joan Brooks: If people miss three meetings, they're out.

Susanna: This process takes a lot of time and commitment but lays the

foundation for very important work.

Jim Ring: Can there be a consensus or a vote with only 11 people?

Mike: Consensus is not the same thing as a vote. Consensus is not a

majority.

Jim: But is 11 representative?

Sandi Duchesne: People should suck it up if they're not here.

Ellen: Is it two unexcused absences and limitless excused?

Susanna: Your decision.

Ellen: I think it should be three total.

Scott Leach: Three is too few over a couple of years.

Sandi: Does the PAC choose a replacement if a member leaves?

Mike: No. It comes from the community.

Ellen: It would be unfair for people not on the PAC to have the PAC

choose.

Susanna: So three unexcused?

Joan: I think three total. And an illness can be an exception, but you

made a commitment.

Mike Davies: And you're not representing the community if you're not here. Susanna Liller: But what about what Scott says about the length of time involved?

Joan Brooks: True. But you're making a commitment.

Sandi Duchesne: Can having a stand-in not count towards your absences?

Otherwise I completely agree with Joan.

Joan: Stand-ins can't do much.

Rodney Buswell: What about a set number of absences each year?

Jim Ring: My stand-in would be fully informed about what is going on in the

PAC.

Susanna: So three unexcused per year? Or two?

Ellen Campbell: But how many excused?

Rick Bronson: What is excused?

Susanna: If you call me ahead of time.

Mike: But if you call every week, I will ask to have you removed.

Sandi: I don't think the word unexcused has to be in there.

Melody Knadler stated that she had not known about the last meeting but had been marked absent, and Charles said he also had been out of the country when the meeting notice had arrived and had similarly been marked absent. Mari Costanzo said she would adjust the last meeting's minutes. Susanna brought back the idea of two unexcused absences, and at a suggestion by Jim it was decided that a warning would be given to both the individual and the community represented when a member missed a second meeting. Susanna added it to the rules.

Susanna passed out a list with everyone's names and addresses so members could make sure all the information was correct, then asked if there was anything else administrative?

Charles Plummer asked if there was the possibility of a yearly schedule. Susanna reconfirmed that meetings are supposed to be held on the third Wednesday of every month and suggested that the PAC tentatively stick to that schedule starting in January.

Those dates are: January 17th, February 21st, March 21st, April 18th, May 16th, June 20th, July 18th, August 15th, September 19th, October 17th, November 21st, and December 19th.

Mike asked people to check their schedules to see if that would work. Jim Linker said from experience that schedules would probably realistically have to be done on a quarterly or semi-annual basis.

Jim Ring asked that Susanna's phone number be listed in the minutes. It was agreed.

1-800-370-2458, extension 112

Susanna Liller quickly reviewed the consensus process: Opinions about issues lie on a continuum from great disagreement to great agreement. To be at consensus, everyone has to be at least a notch above neutral and has to be able to support the decision outside of the PAC meeting.

Susanna turned the meeting over to Bill Plumpton.

Bill asked if anyone was lost on his description at the last meeting of the NEPA decision process. No one commented. Bill went on to say that the PAC needed to be educated so they could start the first step of that process, identifying problems.

Bill passed out a handout on the importance of defining needs and attributed the information to the Federal Highway Administration website. The follow are reasons for the importance placed on defining needs:

- 1. They establish why the federal agency and its state proponent are spending money.
- 2. They explain to the public how their tax money is being spent and theat the proposed project is both necessary and worthwhile.
- 3. They explain why environmental impacts are acceptable based on benefits.

Bill told the PAC that people will challenge their decisions and that well-defined needs will help the PAC justify their choices. He went on to say that more time spent on defining needs means less time spent on coming up with solutions and overall less time spent on the study.

Bill gave basic ingredients for defining needs.

- ?? They should be as fully developed and comprehensive as possible. (The PAC must understand unfixed variables, system linkage, etc. They need to know everything in the study area.)
- ?? The needs need to evolve with the process. The PAC should keep the study team updated with any new information on the study region.
- ?? The Federal Highway Administration is a good resource for information on defining needs.

Bill moved on to talk about what will be the next step after defining needs, creating alternatives. His points were as follows:

The PAC will identify alternatives before anyone else sees them. This is because the PAC will have the most information to work with.

There will be a wide range of alternatives to be considered from low-end to high-end. On the low-end there is the no-build alternative, transportation system management (traffic lights, fringe parking, HOV lanes, etc.) and travel demand management (example: working with employers to time work shifts). On the high-end there is an upgrade alternative, a partial upgrade with partial new alignment of roads, and a total new alignment alternative.

Alternatives will emerge when the needs are well defined. Often the first one or two solutions will prove to be best. Members of the public will come up with other alternatives to study, but most likely the PAC-generated alternatives will be the most effective. The PAC needs to bullet proof its alternatives so that they stand up to scrutiny.

The PAC will not study alternatives that are not responsive to the defined needs. Needs are used to define what is reasonable, prudent and practicable. This means MDOT must be able and willing to endorse each alternative, each alternative must be as sensible, given the circumstances, as possible, and each alternative must be realistic, both financially and in its impact on the environment. Sometimes possible alternatives run into legislation that make them non-viable such as laws that protect public property and wetlands. Sometimes the best alternative is too expensive or has too high an environmental impact and a less-than-perfect transportation solution must be accepted.

Alternatives and the nomenclature of the alternatives will be simple if the needs are well defined. They should be justified and as comprehensive and specific as possible.

Bill asked if there were any questions from the PAC. When there were no questions he invited Jim Linker from the Federal Highway Administration (FWHA) to add to his comments.

Jim:

I commend you for taking this commitment seriously. This process takes time, two years with the PAC and usually two years in construction, but when you're done you'll know you have had an important part in the community development of a very large region. I also want to clarify that there is not a pot of federal money set aside for this project. The federal government pays 80% of the project on a reimbursement basis. This is a state project. Neither I, nor any federal representative, has to be at each of your meetings. Our role is to track your process to make sure that nothing runs off course. And as we get closer to the public meetings we will be there too. If it appears your alternatives will have a significant environmental impact we will upgrade the environmental assessment to an environmental impact statement. The FWHA has to assure that all of the agencies involved have consensus as the point comes for decision making.

Any questions?

Stan Moses: Is the FWHA committing money to this project?

Jim: Yes. Stan: Why?

Jim: The FWHA is interested in issues relating to transportation so we

want to be involved from the beginning, and Congress wants the same. The National Environmental Policy Act (NEPA) directs the FWHA to fund such projects so that we always know what's going

on. The FHA sets up a program and approves the *concept* of transportation improvement in a certain area. This does not

necessarily mean a new road will be built.

Alan Bromley: Is there an upper limit to the amount of funding for this study? It has to be a reasonable amount. You have a pot of money for

national highway issues statewide. You have to weigh your project against others. And if your project is worthwhile but too expensive, then sometimes you get the money to plan the project and then you have to stretch the timetable for implementation over

many years. There is no exact upper limit of funding.

Stan Moses: For this project to come to federal attention, how was it defined to

you?

Jim: The state defines projects for us with justifications and they go on

to our list.

There were no further questions for Jim and he thanked Bill for the floor.

Bill asked Duane Scott if he had anything to add. Duane took the floor briefly and passed out brochures.

Duane: There are numerous federal and state laws involved in this process.

Integrated Transportation Decision Making brings together all of these laws. Laws like the Sensible Transportation Act, NEPA, Section 404 of the Army Corps, etc. The most important thing in your process is the statement of purpose and needs. This is the foundation for NEPA, the decision on viable alternatives, and for the 404 Army Corps permitting process. Each month state and federal agencies meet in Augusta. We will take your statement of purpose and needs to them so they know what's going on. I suggest to you that once you have a statement of purpose and

needs, you should go back to review it every meeting.

Thanks.

Bill Plumpton: The purpose is different than the problems. Problems will lead to a

purpose statement. The purpose statement can be considered as an overall vision or mission statement and can usually be stated in

two or three sentences.

Mike Davies: There are three hurdles in this process. The PAC must support the

final decision here and in public, we must solicit agency support (PAC members are invited to attend agency meetings), and the solution has to be reasonable. The three reasons we're here are system linkage, i.e. long term state transportation needs, local needs and community development, and safety along with the

capacity of existing infrastructure.

At this moment Linda Johns arrived. She did not receive the last mailing and did not know the time or place of the meeting.

Mike Davies introduced Andy Bickmore to discuss traffic data. Mike said that crash data has shown a significant rise in crashes along the route 46 corridor recently. Bill Plumpton asked Mike if he wanted to mention that roadways in this study are on the national highway system. Mike said yes, that Route 1A, I-395, etc. are on the national highway system. Rte. 9 is a state road???

Andy started his presentation going almost immediately into a slide show, which reflected the information in a packet he had distributed.

Andy: I am presenting the information we've collected to date. These are

the numbers behind the existing situation. It is how we as

engineers or planners look at things.

*See information in packet for details on Andy's presentation. Below is a summary of the types of data that were collected.

There were studies done in 1990 and 1998 on Route 46. The data changed between the two studies, but major issues remained the same: trucks, safety and road conditions. The 1998 study led to a new corridor study.

A traffic study was done in June of 1998. It studied Route 1A East and West, Route 9 West and Route 46. It measured traffic counts, turning movement, vehicle classification, and used a roadside travel survey. Data collected showed there were peaks in the summertime at 160% above the year long average.

Alan Bromley: What time of day was studied? Andy: The study was over 24 hour periods.

Stan Moses: What is the daily average?

Andy: 4600 vehicles, peaking around 5pm.

Stan: Is there information on the direction of traffic movement in this

graph?

Andy: Not here. We do have that information. The surveys gave us some

of it. The survey was done between 6am and 6pm with a rate of about 47% of vehicles stopped. This comes out to approximately

150 vehicles per hour.

Stan: Where do school buses fall?

Andy: Their vehicle type is trucks and the reason for traveling fell under

the "other" category. The highest occupancy rates fell in recreational trips and the lower rates in work-related trips.

Alan: In both directions?

Andy: Yes. There were 4200 vehicles heading through on Route 9 and

1860 going down Route 46.

Stan: But this only represents a quarter of travelers?

Rodney Buswell: (Unintelligible, something about I-395- how many headed down to

I-395 maybe?)

Andy: We have that information through the survey. Eighty three percent

are headed toward the interstate, mostly trucks.

The presentation went on to cover the part of the packet on trip ends. It was found that often trips were to other states and to highly populated areas.

Stan Moses: Out of 4218 only 77 were ending or beginning in Canada?

Andy: Actually, this study projected out of 1998 summer daily volumes

of 6070.

Stan: I would be interested to know about the Hancock County traffic,

whether it's from the east or west side.

Andy: That's available in the town information. We can also infer based

on the roads traveled.

Some summary points of the data to date:

?? Since 1990, traffic on Route 46 is up 60% versus traffic on Route 9 which is up only 15%

?? 80% of new truck traffic on Route 9 uses Route 46

?? 5 out of 6 heavy trucks that use Route 46 and Route 1A West

also use I-395

Andy asked if there were any questions.

Roger Raymond: What part of the summer was used?

Andy: June for the survey. The average numbers are from across the

summer.

Roger: And this was done in 1998?

Andy: Yes.

Roger: Have you seen any accounts of after 1998?

Andy: Yes. We have lots of information because the surrounding area

vehicle counts are good.

Mike Davies: I know Calais is being done now. Those results will be compiled

with this project.

Thank you, Andy.

Stan: Was this study done after I-395?

Andy: Yes.

Scott Leach: Is information easily available for Route 9 traffic?

Mike: We should know that. It gets added to Andy's list. Route 9 will

also be looked at with regard to safety.

Ellen Campbell: I'd love to have a copy of the green map you have.

Mike: It would be hard to shrink it down to 8.5x11.

Ellen: How about 11x17?

Mike: We'll shrink it as much as possible and hand it out.

Charles Plummer: The percentage of trucks on Route 9 West, do they continue on 9

or go to Route 46?

Andy: It's in the handout.

Sandi: Page seven.

Mike Davies: (Unintelligible, something about distribution lines)

Susanna: If nobody has any more questions on traffic, we'll start the next

meeting with item four on the agenda.

Bill Plumpton: And safety issues.

Mike: There is a lot of information in your packet, please read it through

and ask me any questions you have. You can email me or call.

Roger Raymond: Do we direct questions on the study to you or Andy?

Mike: Me.

Susanna: We are going to move to the public but first Jim wants to make two

points.

Jim Linker: We need to have a consistent name representing the region in this

study and including the idea of transportation. Also, we've talked about the I-395 extension, but the interstate project is finished. You can build a four-lane divided highway, but it won't officially be part of the interstate. That project was funded on a 90:10 ratio.

Mike: A lot has gone into the name of this project. And it is just a name. Susanna: Before I forget, if you want to be on the mailing list, give your

name and address to Mari.

Frank Higgins
City engineer for

Brewer: If we're on the list, do we get all the handouts and all the

information?

Mike: Specific handouts given to the PAC you'll have to ask me for.

Susanna: Was the public able to hear tonight?

Nods from the public. The meeting moved on to questions from the public.

Judy Sullivan,

Eddington: How are meetings publicized?

Mike: Information is sent to each community.

Judy: But it's not in the weekly paper?

Mike: No.

Joan Brooks: The town of Eddington probably posted it in the office.

Fred Michaud: Is it posted on the DOT web page?

Mike: It will be posted when there's a specific website for this DOT

project.

Judy: For the public hearings and meetings, are there predetermined

dates and times?

Mike: We will put a big ad in the paper for those.

Judy: But will there be a meeting, for instance, when the purpose and

needs are decided?

Bill Plumpton: We have two public meetings planned plus one more formal public

hearing. The first will take place after the purpose and needs is decided. The second probably when the alternatives are nailed

down. The public hearing will be when the draft of the

Environmental Assessment is circulated for public review and

comment.

Mike Davies: At each step you'll be able to share your concerns.

Judy: On your maps, why not include the part of Route 9 that goes

beyond Clifton?

Mike: The maps are graphical at this point. The study defines the region

for the project but we can look further.

Bill: You will see many, many maps.

Mike: We will have a satellite image for this one.

Joan Brooks: Is there any real good reason for moving the meeting place each

time?

Mike: We're trying to accommodate everyone.

Sandi Duchesne: I'd prefer to drive as opposed to finding a new place each time. Susanna: If you have ideas for a central meeting place, please share them

with Mari.

Mike: We have an enormous amount of material to cover. Maybe we can

extend the hours for the meeting.

PAC members, please consider extending the meeting times to three hours.

It was generally agreed that one location for meeting would be best. Susanna thanked everyone for coming.

The following questions were asked after the PAC meeting:

1. What is the percentage of through trucks on Route 9 (do not use Route 46) that also use the interstate system?

Mike Davies: The percentage of these trucks that also use the interstate (NB or

SB) is slightly over 29%. On an average summer day this would

total 124 trucks.

2. If a truck coming from Calais stopped in Bangor and switched loads before continuing on to another state, what would the destination of this vehicle be?

Mike Davies: For the purposes of the study the information was collected with

the origin being the last stop and the destination being the next stop. In the case sited in the question above the origin would be

Calais and the destination would be Bangor.

It was also pointed out to Mari Costanzo after the meeting that Al Skolfield did not know about the last meeting and that therefore he also should not be marked absent in the 9/11 minutes.

Route 46 - Eddington Commercial Vehicle Comments for Crashes (1997-1999)

The following summarizes information about commercial vehicle crash aspects on Route 46 Eddington, between the intersections of Route 1A (at the southern point) and Route 9 (at the northern point). The review covers a three period (1997 -1999).

- ☐ There was a total of 81 vehicles involved in 52 crashes.
- Of those 81 vehicles, 12 were identified as trucks with 3 axles or more. (14.8% of total)
- □ Of the 12 trucks having 3 or more axles, 8 were identified as tractor trailers. (9.9% of total vehicles involved in these crashes)

Specific factors involved with the 12 crash involved trucks were:

- Driver Physical Condition no problems reported
- □ Pre-Crash Actions in 5 of the cases, the truck was making a left turn
- □ Contributing Factors:
 - ✓ Improper Turn 2
 - ✓ Illegal/Unsafe Speed 2
 - ✓ Vision Obscured/ Sun or Headlight 1
 - ✓ Failure to Yield Right of Way 1
 - ✓ Driver Inexperience 1
- Month of Crash Occurrence

January - 1	May - 0	September - 0
February - 2	June - 0	October - 0
March - 1	July - 2	November - 3
April - 2	August - 0	December - 1

- □ Weather Conditions at the time of the crash:
 - ✓ Clear 10
 - ✓ Snow 1
 - ✓ Cloudy -1
- □ Road Surface Conditions at the time of the crash:
 - ✓ Dry 8
 - ✓ Ice, Packed Snow Not Sanded 2
 - ✓ Snow, Slush sanded 2

The Importance of "Purpose and Need" in Environmental Documents

Introduction

- The purpose and need section is in many ways the most important chapter of an EA/EIS.
 - 1. It establishes why the agency is proposing to spend large amounts of taxpayers' money while at the same time causing environmental impacts.
 - 2. A clear, well-justified purpose and need section explains to the public and decision makers that the expenditure of funds is necessary and worthwhile and that the priority the project is being given relative to other needed highway projects is warranted.
 - 3. Although environmental impacts are expected to be caused by the project, the purpose and need section should justify why impacts are acceptable based on the project's importance.
- The project purpose and need drives the process for alternatives consideration, in-depth analysis, and ultimate selection.
 - 1. CEQ regulations require that the EA/EIS address the "no-action" alternative and "rigorously explore and objectively evaluate all reasonable alternatives."
 - 2. A well justified purpose and need is vital to meeting the requirements of Section 4(f), the E.O. 11990 Wetlands, E.O. 11988 Floodplains, and Section 404(b)(1) Guidelines. Without a well-defined, well-established and well-justified purpose and need, it will be difficult to determine which alternatives are reasonable, prudent and practicable, and it may be impossible to dismiss the no-build alternative.
 - 3. Definitions.

Basic Ingredients of Purpose and Need

- The purpose and need should be as comprehensive and specific as possible.
 - 1. Rather than simply stating that additional capacity is needed between two points, information on the adequacy of current facilities to handle the present and projected traffic, (e.g., what capacity is needed and the level of service for the existing and proposed facilities) should be discussed. Other information on factors such as safety, system linkage, social demands, economic development, and modal interrelationships, etc., that the proposed project will attempt to address, should be described as fully.
 - 2. This will assist in identifying and refining the alternatives that should be analyzed. Further, it will in a sense "protect" those viable alternatives from sniping by external interests and capricious suggestions to study something else. If the purpose of and need

for the proposed project are rigorously defined, the number of "solutions" which will satisfy the conditions can be more readily identified and be clear to others why they were identified.

- The purpose and need section of the project should evolve as information is developed and more is learned about the project and the study area.
 - 1. Assume that the only known information with regard to purpose and need is that additional capacity is needed between points x and y. At the outset, it may appear that commuter traffic to a downtown area is the problem and only this traffic needs to be served. A wide range of alternatives may meet this need. As the studies progress, it may be learned that a shopping center, university, major suburban employer, and other traffic generators contribute substantially to the problem and require transportation service. In this case, the need is further refined so that not only commuter trips but also student, shopping, and other trips will be accommodated.
 - 2. These refinements would clearly reduce and limit the number of alternatives that could satisfy the project's purpose and need, thereby reducing the number and range of reasonable, prudent and practicable alternatives. If an alternative is suggested that does not serve the university or other traffic generator, and such service is a vital element of the project, the alternative may be eliminated from future study since it does not meet the need for the project.
- FHWA has developed guidance on many of the elements that may assist in explaining a project's purpose and need (e.g., capacity, safety, system linkage, etc.).
 - 1. The elements that are relevant should be as fully developed as possible and used to compare the present, future no-build, and future build conditions. Data should be presented on such factors as: vehicle hours of travel, travel speeds, crashes including injuries and fatalities, costs to the travelling public, economic development potential, access to public facilities, etc. It is not sufficient to state that the project is needed to provide increased capacity and improve safety. Supporting data must be provided.

Consideration of Alternatives

- After the basic purpose and need for the project are established, a number of lines or concepts can be drawn to connect points logical termini.
 - 1. If the project's purpose and need are vague as to only say that a transportation improvement between x and y is needed, then reasonable alternatives would cover a wide range and must be evaluated to comply with the CEQ regulations.
 - 2. As the project's purpose and need is refined, a number of alternatives will drop out, thereby permitting a more focused analysis of those alternatives which truly address the problem to be solved.

• The type of alternatives to be considered will be wide ranging: from no-build to TSM and TDM to upgrading an existing facility to roadways on new location. Traffic demands, safety concerns, system continuity considerations, etc., all help to define reasonable alternatives.

Transportation System Management – activities that maximize the efficiency of existing system: fringe parking, ridesharing, HOV lanes, and traffic signal timing optimization. Most effective in urban areas.

Travel Demand Management – actions whose purpose is to reduce traffic problems through improved management of vehicle trip demand. Primarily directed at commuter travel, structured to reduce dependence on SOVs, alter the timing of travel, or somehow otherwise maximize the movement of people.

- Beyond the CEQ regulations requirement of evaluating a full and reasonable range of alternatives, there are other more action-limiting requirements for alternatives under Section 4(f), the Executive Orders on Wetlands and Floodplains, and the Section 404(b)(1) guidelines. To address these requirements and conclusively demonstrate that some alternatives are not prudent or practicable, a well justified purpose and need are vital.
- The use of land from a Section 4(f) protected property (significant publicly owned public park, recreation area or wildlife and waterfowl refuge, or significant historic site) may not be approved unless a determination is made that there is no feasible and prudent alternative to such use.
 - 1. There are numerous factors that could render an alternative "not prudent" because of unique problems, including cost and environmental impacts. If an alternative does not meet the project's purpose or satisfy the needs then the alternative is not prudent provided the purpose and need section can substantiate those unique problems will be caused by not building the project.
- If a proposed action is to be located in a wetland or it entails a floodplain encroachment with significant impacts, a finding must be made that there is no practicable alternative to the wetland take or floodplain encroachment.

Practicable – Available and capable of being done after taking in to consideration cost, existing technology, and logistics in light of overall project purposes.

1. An alternative that does not meet the need for the project is not practicable. If the project's purpose and need are **not** adequately addressed, specifically delineated and properly justified, resource agencies, interest groups, the public or others will be able to generate one or possibly several alternatives which avoid or limit the impact and "appear" practicable. Sometimes long, drawn out negotiations or additional analyses are needed to clearly demonstrate that an alternative is not practicable, where a well-described justification of the project's purpose and need would have clearly established it

• If an alternative does not satisfy the purpose and need for the project, as a rule, it should not be included in the analysis as an apparent reasonable alternative.

Using Purpose and Need in Decisionmaking

- The purpose and need define what can be considered reasonable, prudent, and practicable alternatives. The decisionmaking process should first consider those alternatives that meet the purpose and need for the project at an acceptable cost and level of environmental impact relative to the benefits that will be derived from the project.
- At times, it is possible that no alternative meets all aspects of the project's purpose and need. In this case, it must be determined if the alternatives are acceptable and worthwhile pursuing in light of the cost, environmental impact and less than optimal transportation solution.
 - 1. To properly assess this, it is important to determine the elements of the purpose and need which are critical to the project, as opposed to those that may be desirable or simply support it.
- Other times, the cost or level of environmental impact are **not** acceptable and an alternative that only partially meets the purpose and need or the no-build alternative must be considered. If the costs are justified in relation to the transportation benefits, then a less than full-build alternative may be acceptable.
- In the vast majority of cases, at least one alternative will fully meet the purpose and need at an acceptable cost and level of impact. In cases where more than one alternative fully meets the purpose and need, a number of factors including cost, traffic service, safety, public support, environmental impact, etc., will be considerations in reaching the decision on which is the preferred alternative.
 - 1. The requirements of Section 4(f), the Wetland and Floodplain Executive Orders, and the Section 404(b)(1) guidelines will play a critical role in this process.

Key Points to Remember

- The purpose and need section in the EA/EIS lays out why the proposed action, with its inherent costs and environmental impacts, is being pursued.
 - 1. If properly described, it limits the range of alternatives which must be considered reasonable, prudent, and practicable in compliance with the CEQ regulations, Section 4(f) the Executive Orders on Wetlands and Floodplains, and the Section 404(b)(1) guidelines.
 - 2. It demonstrates the problems that will result if the project is not implemented.

- Project Purpose should be stated in just a few sentences.
- The purpose and need section should:
 - justification of why the improvement must be implemented;
 as comprehensive and specific as possible; and,

 - 3. reexamined and updated as appropriate throughout the project development process.

Safety Analysis of Rte. 46 From Rte. 1A, Holden to Rte. 9, Eddington

Overall Summary, Conclusions, & Recommendations:

A desktop review of crash history has been conducted along Rte. 46 from Rte. 1A to Rte. 9, a minor arterial. This analysis has identified three locations that are exhibiting relatively high crash concentrations:

- Portions of Route 46 from Mann Hill Road to Holden-Eddington town line (High Crash Location) 37 crashes in 11 years.
- Intersections of Rte. 1A with Rte. 46, 51 crashes in 11 years.
- Intersections of Rte 9 with Rte 46, (High Crash Location) 13 Crashes in 11 years.

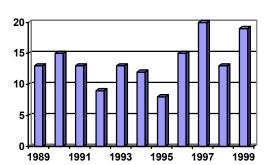
From this analysis, it appears that sight distance may be lacking at the two intersections. Horizontal and/or vertical alignment problems may exist along the segment of Rte. 46 from Mann Hill Rd. to the Eddington town line. Driver inattention and excessive speed were frequently noted. 14% of crashes on Route 46 from 1A to 9 involved commercial vehicles. The statewide average for commercial vehicle involvement in crashes on minor arterials is 7%. This section of Route 46 has a commercial vehicle crash involvement twice that of the state average. Approximately 20% of all crashes occurred on un-sanded icy roads.

Rte. 46 currently consists of two 10' travel lanes with 2-4' gravel shoulders. Current MDOT design standards call for an 11' travel lane with 4' shoulders. The draft design guidelines call for two 11' travel lanes with 3' paved shoulders (10' travel lanes with three foot paved shoulders would be acceptable if no safety problems exist).

A field review should be conducted to perform a roadside safety audit on this section of Rte. 46 to confirm these findings, and to identify other potential safety improvements. In the interim until road system improvements can be implemented, speed enforcement is highly recommended along Route 46 from Route 1A to Route 9. Additionally, stop ahead signs may be warranted at the two intersections. Deer crossing and other hazard warning signs, along with a speed limit review may be advisable from Rte. 1A to Mountain Pond Road. Finally, winter sanding operations should be reviewed to ensure that icy conditions are adequately controlled.

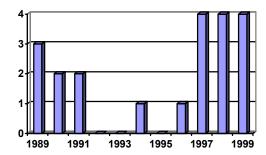
Refer to attached maps for crash and road locations.

Total Crashes 1989-1999



Crashes Involving Commercial Vehicles

(Does not imply commercial vehicle was at fault)



1. Rte. 46 from Rte. 1A Holden to Rte. 9 Eddington:

The five major driver factors have included excessive speed (14.6%), driver inattention (14.6%), failure to yield (13.3%), driver inexperience (4.6%), and following too close (4%).

Ten-Year crash history 1989-1999

- 29% intersection movement and 20% rear end crashes, indicative of crashes at intersections.
- 29% run off road crashes
- 11% crashes with deer
- 14% of Crashes involved commercial vehicles (21 of 150 crashes). The statewide average for minor arterials is 7%.
- All fatal injuries (3) and 5 of the 10 severe injuries occurred in one crash (alcohol a factor).
- 55.3% of crashes took place in clear weather with dry roads
- 7.3% of the crashes occurred on a clear day with un-sanded snow/ice covered roads (11 of 150 crashes). 13.3% of crashes occurred in stormy conditions on un-sanded roads (20 of 150 crashes).

Three-year history 1997-1999

- 27% intersection movement and 27% rear end crashes
- 27% run off road crashes
- 25% crashes with deer
- No alcohol/drug related crashes
- No asleep drivers
- No fatalities, 1 severe injury
- 59.6% of crashes took place in clear/cloudy skies with dry road conditions.
- 17.3% of crashes occurred on a clear day with un-sanded snow/ice covered roads (9 of 52 crashes). Two of these crashes resulted in a severe injury.
- Crashes involving commercial vehicles have remained steady (4 per year).

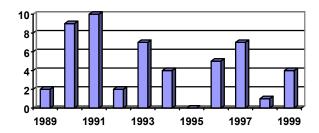
2.Intersection of Rte. 1A and Rte. 46:

The five major driver factors include driver inattention-distraction 33.3%(17), failure to yield 21.6%(11), disregard for traffic control devise 13.7%(7), illegal unsafe speed 5.8%(3), and improper lane change 5.8%(3). This suggests that sight distance may be a factor.

Ten-Year History 1989-1999

- Two crashes involved alcohol or drug use. Of these, both resulted in injuries.
- No crashes on un-sanded roads while clear weather
- 20.8% of vehicle occupants involved in crashes were injured
- Only one crash in eleven years between 7pm and 6am (involved alcohol/drug use).

Crashes at Rte.46 and 1A 1989-1999



Three-Year History 1997-1999

- There have been 12 crashes since 1997; of these, half (6) were taking left hand turns while four were stopped in traffic (presumably waiting to make a left hand turn).
- Only 1 of 12 crashes occurred in dark conditions.

3. Intersection of Rte. 9 and Rte. 46:

The top driver factors include: driver inattention-distraction 15.3%(2), improper turn 15.3%(2), Failure to yield 15.3%(2), and following too close 15.3%(2).

This intersection has experienced a high percentage of rear-end and left turn crashes. These may be due to poor visibility on stop sign approach from RTE 46. A stop sign advanced warning sign may be warranted if not already present. There may be other sight distance problems at the intersection.

Ten-Year History 1989-1999

- 9 of 13 crashes involved vehicles taking left hand turns.
- 7 of 13 crashes were rear-end crashes.
- No crashes on un-sanded roads while clear
- No alcohol or drug related crashes.
- 14.6% of vehicle occupants involved in crashes were injured.

Three-Year History 1997-1999

- High Crash Location. Node #1906067. Eight crashes in three years with a critical rate factor of 2.48. This intersection is ranked 164th of all Maine's High Crash Locations.
- Crashes at this intersection have increased considerably in 1999.

4. Rte. 46 from Mann Hill Rd. to Eddington Town Line:

The top driver factors have included: driver inattention-distraction 16.2%(6), Illegal unsafe speed 10.8%(4), driver inexperience 10.8%(4), other human violation factors 8.1%(3), and vision obscured 5.4%(2).

A high percentage of single vehicle crashes (75.6%) with no asleep drivers leads us to believe that vehicle control is a major factor with this stretch of road. The lack of vehicle control may be due to excessive speed (10.8%, 4 of 37 crashes) and alignment of the roadway (60%, 16 of 37 crashes).

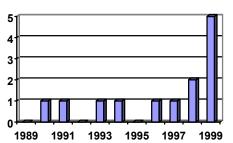
Ten-Year History 1989-1999

- 18 run off the road crashes of 37 total crashes
- 8 crashes with deer
- No crashes on un-sanded roads while clear.
- Two Crashes involving Alcohol (resulting in one possible injury)
- 29.7% of vehicle occupants involved in crashes were injured (25 of 84 occupants)
- 43.2% of crashes occurred on curves (16 of 37 crashes)
- 60% of injuries occurred on curved road (15 of 25 injuries)
- 75.6% of crashes involved single vehicles (28 of 37 crashes).

Three Year history 1997-1999

- High Crash Location (Mann Hill Road to Hatcase Road). Low node 1902142, high node 1904127. Eight crashes in three years with a critical rate factor of 1.49 (Rte. 46 from Mann Hill Rd. to Mountain Pond Rd. This section of road is ranked 298th of all Maine's High Crash Locations.
- 6 run off road crashes
- 6 crashes with deer
- There were 3 crashes on un-sanded roads in clear weather.
- There were 14 crashes that occurred in snow/sleet weather conditions with un-sanded roads.

Rte. 46 Crashes 1989-1999



Safety Field Review of Route 46-East Holden to East Eddington

A safety field review of a 4.9 mile section of Route 46 from its intersection with Route 1A in East Holden north to the junction of Route 9 in East Eddington was conducted on September 5, 2000 to identify potential safety hazards. This report supplements the recently completed desktop crash analysis. The findings below summarize the field review findings. Photos of certain sections were also taken at this time.

Recommendations

I. General

Enforcement

- 1. A. Post the road to exclude trailer lengths in excess of 48'. Posting of trailer length limitations should be in feet and meters.
- B. In order for the above signs to be effective, both speed and trailer length enforcement should be requested.

II. Specific Locations

1. Route 46 and 1A (1997-1999 crash costs = \$164,000)

Maintenance

- ✓ Remove lane striping on Route 1A eastbound and both lane merge warning signs.
- ✓ Reconfigure the offset left turn configuration on Route 1A to an opposing lane design. This may also allow shifting of lane configuration that would lessen the conflict of right turning southbound Route 46 trucks, with those waiting in the Route 1A eastbound left turn lane.

Capital

- ✓ Increase the turning radius of the right turn corner of Route 46 southbound. This may require construction of a retaining wall for the sloping lawn of the corner property.
 - **2. Route 46 and Route 9** (1997-1999 crash costs = \$51,000)

Maintenance

- ✓ Close the intersection cut through at both ends to prevent use by any vehicles. Asphalt curbing may be the most efficient approach.
- ✓ Reevaluate placement of Stop Ahead warning signs. These need to installed far enough in advance to provide reasonable warning, but not at an excessive distance before the intersection. (Division Traffic Engineer has already marked the new locations and will also be installing a curve warning sign)
- ✓ Install hazard warning signs in each direction for the drainage areas near the telephone utility building.

Capital

- ✓ Remove the skew out of the intersection and increase the turning radii, to improve ease of turning and visibility.
- ✓ Build up the Route 46 roadbed edges or lower the crown to remove severe crown, starting at about 150 feet south of the Route 9 intersection and continuing for about the next 350'

3. Just north of Hatcase Road

Maintenance

- ✓ Provide correct super-elevation for the curve.
- ✓ Widen the inside curve shoulder

Crash Analysis

Safety Field Review of Route 46-East Holden to East Eddington

A full crash analysis with maps of three year history and ten year summary of crashes has been completed as part of the prior desktop review. That report noted three areas exhibiting a concentration of crashes:

- I. Portions of Route 46 from Mann Hill Road to Holden-Eddington town line (High Crash Location) 37 crashes in 11 years.
- II. Intersections of Rte. 1A with Rte. 46, 51 crashes in 11 years.
- III. Intersections of Rte 9 with Rte 46, (High Crash Location) 13 Crashes in 11 years.

Roadway Findings

This portion of Route 46 is posted at 45 mph speed limit, except for the Holden end (30 mph) and the Eddington end (35 mph). Observed travel speed exceeded the posted limit. There are no road construction or maintenance projects underway at this time within the study area. A significant amount of tractor trailer and truck traffic was observed, with trailer lengths up to 53' was observed, although over-length vehicles are not currently permitted. There are currently no posted signs regarding this restriction and we understand little, if any, enforcement. Road surface conditions are fair, though some areas of deterioration were noted. During the field review, the two areas looked at most closely were the end points of the reviewed roadway, where Route 46 has a junction with Route 1A at the southern point, and Route 9 at the northern end.

General Recommendation:

• Route 46 and 1A (Node 1907164-East Holden) is a four legged signalized intersection. Route 1A has channelized left turn lanes. A dedicated left turn phase exists on the east bound portion of Route 1A, but the other legs of the intersection do not. The Route 1A left turn lanes are offset from each other. Route 1A narrows in each direction to one lane after the intersection. The east bound leg is striped for two lanes and has a graphic lane merge sign. The westbound lane is not two lane striped following the traffic light, but has the same lane merge sign..

Route 46 southbound descends toward the traffic light. There is a Traffic Signal Ahead warning sign when approaching. The turning radius is tight for right turn tractor trailer traffic onto Route 1A towards Brewer. This results in the cab crossing into the left turn lane of Route 1A and the trailer traversing the sloped lawn of the inside corner property.

Route 46 and Route 9 (Node 1906067-East Eddington) is a "T" intersection with Route 46 having two stop signs. Because of a downgrade slope and a horizontal curve, there is a Curve warning sign and a Stop Sign Ahead warning sign prior to the intersection. Dual stop signs are installed on each near corner of the intersection. The intersection angle is slightly skewed, making turning difficult for longer vehicles. The right turn onto Route 9 has a tight turning radii. A stone drainage area located near a phone utility building just prior to the intersection presents a shoulder hazard.

The outer edges of the roadbed from about 150' to 500' south of the intersection (between the telephone utility building and the southbound residence) have settled significantly, with

Safety Field Review of Route 46-East Holden to East Eddington

settlement being more severe on the northbound side. The elevation difference between the crown and the road edge is about 12" to 15". About 350' of road would need to be repaired. Part of this roadway settlement may be exacerbated by the regular travel of heavy trucks.

The intersection also contains a well worn, heavily rutted dirt travelway. One vehicle was observed making a left turn from Route 9 onto Route 46 during the safety field review. The cut through entry point onto Route 46 gives the entering vehicle very limited visibility and presents a high hazard to vehicles.

Other Roadway observations:

- There are two drives on the southbound lane of Route 46 that service a school about a half mile north of the Route 1A intersection. The first driveway provides limited visibility when traveling in the southbound direction. There are oversized School Entrance warning signs in each travel direction with a 35 mph advisory speed plate, and it is understood that these signs would be upgraded to flashing warning signs at the school's expense. would share in the installation funding.
- Swet Hill Road (node 1907561), ties into the northbound lane of Route 46. There is a limited sight distance due to a hill when turning left. The field measured sight distance of 425' is marginal (450' recommended), but a hidden drive sign is posted.
- Just north of Hatcase Road (node 1907562), a crash resulting in three fatalities occurred in 1993. The vehicle operator had been drinking and was eluding police when he lost control of his vehicle. The road does curve at this point and shoulder width is inconsistent. The curved roadway is not super-elevated, but there is a curve warning sign posted with a 40 mph advisory plate. A fair amount of truck rubber on the roadway entering the curve was noted during the field visit, and trucks were observed coming into the curve too fast and encroaching on the opposing lane.



Maine Department of Transportation I-395 / Route 9 Connector Road Study

November 15, 2000

Public Advisory Committee Meeting





Happy Holidays from the Study Team to all of the PAC members

Contact Susanna Liller at 1-800-370-2458, extension 112 *Meeting Minutes*

Wednesday, November 15 Holbrook School 7:00-9:00 pm PAC Meeting #3

Public Advisory Committee (PAC):

Joseph Baldacci Allan Bromley Rick Bronson Joan Brooks Rodney Buswell Ellen Campbell Manley DeBeck, Jr. Sandi Duchesne Keith Guttormsen Ed Harrow Linda Johns Scott A. Leach Stan Moses Melody Knadler Charles Plummer Roger Raymond Jim Ring

Not in attendance:

Joseph Baldacci Al Skolfield Peter Waas

Study Team:

Andrew Bickmore Terry Blair, Sr. Richard Bostwick Bill Coombs Mari Costanzo Michael Davies Dale Doughty Philip A. Dunn Raymond Faucher Bill Leet Susanna Liller Jim Linker Dale Mayo Fred Michaud William Plumpton **Redington Robbins**

Not in attendance:

Andrew Bickmore Terry Blair, Sr. Bill Coombs Dale Doughty Philip A. Dunn Bill Leet Susanna Liller welcomed everyone to the third PAC meeting and asked for introductions around the room. She told everyone that the last ten to fifteen minutes of the meeting would be reserved for public comment.

Susanna reported on updates since the last PAC meeting. They were:

- 1. Bion Foster's resignation from the PAC
- 2. Al Skolfield had called to report he would be absent at this meeting
- 3. General response to changing the meeting time had been negative, therefore the 7pm-9pm time slot would stand

Mike Davies announced the cancellation of the December 18th PAC meeting. Susanna and the PAC clarified that a schedule had been tentatively laid out for 2001 and that the next meeting would be held on January 17th.

Ed Harrow questioned the rule on missing PAC meetings. Susanna responded that the PAC had decided that no member should miss more than two meetings without calling in ahead of time. Mike added that sending a proxy is acceptable.

Mike asked if everyone had reviewed the crash history and if there were any questions. Ed said he had missed getting the information at the previous meeting.

Bill Plumpton: I have a question. The crash data is specific to Route 46. Is there a

need for crash information anywhere else?

Mike Davies: Routes 9 and 1A will have some analysis, but three intersections

brought attention to Route 46. Specifically, there are vertical and horizontal deficiencies along Mountain Road and steps are being taken through the Bureau of Planning and Safety for possible upgrades. Truck growth is responsible for 14% of accidents in this

area, which is twice the state average.

Bill: But there will be a study of Routes 9 and IA?

Mike: Yes. The data is being gathered and will be given to the PAC.

Charles Plummer: This is Route 9 from 46 to Brewer?

Mike: Yes. Slightly up from the intersection with Route 46.

Ed Harrow: Do you factor into your analysis vehicle size and things like

hazardous materials?

Mike: Yes.

Mike and Bill clarified that data exists now for 1999, and that data is being gathered for current conditions and projections for the year 2030.

Mike went on to define the perceived needs of the study as the following:

- 1. Safety
- 2. Capacity
- 3. System Linkage

He asked if anyone had others to add.

Manley DeBeck: Is the department looking at increases in traffic due to

development?

Mike: Yes. Future development is figured in to the traffic models.

Ed: How do you factor in the effect of traffic on residential areas? As

in quality of life changes?

Mike: We consider economic and social impacts on the community.

Bill Plumpton: Quality of life really breaks down into smaller pieces, like noise,

air quality and land use. I suggest we table that discussion for

later.

Linda Johns: We should consider the possibility of some transportation solutions

moving traffic away from businesses. For example, Route 1A

traffic has helped businesses so far.

Mike Davies: That is part of the economic impact that has to be studied.

Stan Moses: The purpose of highways is to get people to destinations. How do

compatibility of corridors and destination issues fit in to the

picture?

Mike: That comes back to system linkage.

Bill broke in to try to explain what issues they were looking for the PAC to raise at this time. He identified three examples.

- 1. A PAC member might know of a Phish concert that takes place every year and should be considered in any transportation planning.
- 2. A PAC member might know of a particular pond that demands attention to water quality.

3. A PAC member might be aware of an economic development impediment that the study team has not discovered.

Jim Linker commented that a very specific area is being looked at, and that everyone needs to mindful of the impacts of new construction on areas farther out. Mike responded that this project must compliment future projects and Roger Raymond added that this issue fits well under system linkage.

Roger: What isn't well covered under the three categories is quality of life.

I think we need to emphasize this in any economic development

planning.

Bill: Protection of the environment can be listed as a need if the

problem already exists and a transportation solution might help to

fix it.

Sandi Duchesne: If preservation of the environment is a need, then why not

preservation of a community?

Mike: What problem already exists?

Sandi: Road crossing safety.

Joan Brooks jumped in to ask people to be wary of the NIMBY (Not In My Back Yard) syndrome, i.e., that changes will occur no matter what and they will have to be handled.

Mike responded that from the traffic data already, change had occurred and had created problems that need to be solved.

Richard Bostwick tried to clarify what the PAC was saying here by pointing out that transportation plans need to be compatible with any other town plans.

Roger Raymond: Can you clarify the term capacity?

Mike: The traffic definition is volume over capacity, or the V/C ratio, i.e.

the ability to handle more traffic efficiently. The ratio has to be

less than 1.

Alan Bromley: Does capacity include the condition of roads and the cost of

maintenance?

Mike: That falls under safety as well as capacity.

Charles Plummer: The town (of Eddington) pays for some of the maintenance.

Stan Moses: Is the average ratio taken over long periods or are shorter periods

considered too?

Mike: It's taken on an hourly basis.

Stan: Because major deficiencies will show up under high volumes of

traffic. Does the methodology account for this?

Ray Faucher stepped in to explain that it is not cost efficient to design for peak volumes. He said that roads are generally designed for a twenty-year life. Mike added that roads are essentially over-designed for the beginning of their life so they can wear over the years.

Susanna Liller suggested moving on at this point but added that any ideas that came up later could be put on the list of needs.

Roger Raymond: I'd like to have an opportunity at some point to add, "enhance

existing traffic conditions" to our list.

Mike Davies: We can add that now.

Ed Harrow: I'd like to follow up and say that if quality of life fits in *under* one

of the other categories, it may not get the weight it deserves.

Mike: The needs should be a litmus test under the National

Environmental Protection Act (NEPA) process. They have to be measurable to determine if the needs have been met. It's hard to

measure quality of life.

Bill Plumpton: What is the quality of life problem that exists now and needs to be

fixed?

Ed: Noise is not under the big three.

Susanna: We may be able to clear some of this confusion up if we move on

to the next step.

Bill: Before we start having fun drawing with markers on maps and

defining transportation alternatives, we need to prioritize the problems we want fixed. The reason for this is that we may find out that we can't build an alternative that fixes everything, given the environmental impact involved and/or the high cost of the project. At that point we would have to fall back on a less-than-

perfect transportation solution.

Susanna asked the PAC to begin brainstorming a Priority Elements list. She said there was to be no judging of other people's ideas. The PAC came up with the following list.

Priority Elements- Initial List:

- 1. Protect rural character of the neighborhoods on Route 46. (Charles Plummer)
- 2. Create bicycle and pedestrian access. (Sandi Duchesne)
- 3. Minimize impacts on developing areas. (Jim Linker)
- 4. Minimize impacts on unique natural features (Jim Linker)
- 5. Create safer travel from 395 to Route 9. (Scott Leach)
- 6. Create more efficient travel from 395 to Route 9. (Scott Leach)
- 7. Minimize negative economic effects to existing businesses. (Linda Johns)
- 8. Protect deeryards and bird nesting habitats. (Sandi Duchesne)
- 9. Accomplish true regional connectivity. (Rick Bronson)
- 10. Protect existing and *proposed* commercial areas. (Joan Brooks)
- 11. Protect Holbrook Pond. (Linda Johns)
- 12. Consider long-range patterns and travel demands. (Jim Linker)
- 13. Make sure not to divide neighborhoods with highways, reducing accessibility. (Alan Bromley)
- 14. Preserve cemeteries and historic buildings. (Linda Johns)
- 15. Minimize noise in proximity to residential areas. (Ed Harrow)
- 16. Make sure any building is compatible with proposed East/West highway plans. (Scott Leach)
- 17. Find balance between preserving natural areas and providing access to transportation- i.e., limited access. (Stan Moses)
- 18. Find balance between natural wetlands and needs of the people. (Charles Plummer)
- 19. Maximize utility received from investment. (Rick Bronson)
- 20. Enhance overall travel conditions and travel routes. (Roger Raymond)
- 21. Provide emergency access. (Joan Brooks)
- 22. Make sure benefits are worth the expenditures. (Stan Moses)
- 23. Connect Bangor with the Bar Harbor area. (Richard Bostwick)
- 24. Connections at Routes 1A, 9 and 395 must be made safer and easier. (Sandi Duchesne)

Ellen Campbell questioned the need to look at the abandoned railroad going from Brewer to Calais via Ellsworth.

Sandi Duchesne: There is potential for a bike trail there.

Ed Harrow: Why are we only looking as far as Ellsworth?

Keith Guttormsen: The rail also goes down to Eastport.

Mike Davies: The study area is from Brewer to Eddington because we want to

take things in manageable bits. Extending the study area would

extend the study time significantly.

Bill Plumpton broke in at this point to say that Mike and Susanna would condense the PAC's list while he explained a few more things. Bill then passed around a handout with the table of contents for an Environmental Assessment (EA). He asked if there were any questions.

Stan Moses: Does the no-build option consider alternative uses for the time and

money saved?

Bill: We will assess the Return on Investment, so in a sense, any

resources saved here will simply go to competing projects around

the state.

Ray Faucher: The emphasis needs to be on relative gains. The no-build option

gives us a good base for comparison. Also, in talking about cost and construction issues, there is always the possibility of building

in stages while amassing more money.

Ed Harrow: Everything seems to be included on this EA list. I guess our earlier

discussion was just a learning exercise for us.

Stan Moses: What does "Determine environmental justice" mean?

Bill: There was a presidential order in 1997 that said we have to

consider equally and fairly the impact on minorities and low-

income people.

With no more questions from the PAC, Susanna turned attention to the list she and Mike had synthesized.

Priority Elements- Synthesized List:

- 1. Environmental
- 2. Safety
- 3. Access
- 4. Travel efficiency
- 5. Neighborhood integration
- 6. Long-range, comprehensive planning
- 7. Financial
- 8. Connectivity
- 9. Economic Development
- 10. Historic/Archeological preservation

Stan Moses: Do these items meet the concerns of the engineers?

Mike: I think we can accommodate all these needs.

Susanna: Is the railroads issue included in this list?

Mike: It's in the long-range, comprehensive planning. Now, is there

anything on the EA list that's not on our list?

Joan Brooks: We could have saved 45 minutes if we'd just had the list to begin

with.

Susanna: The exercise is done just to make sure we meet all of your needs.

Richard Bostwick: The EA list is the things that might be affected by this study, not

what you consider to be important. Your list must be integrated with the Army Corps permit process under Section 404. They will

ask why we're doing this and we will present these reasons.

Bill Plumpton: Now, are there any strong feelings? Are all of these factors created

equally?

Ellen Campbell: If you're asking could I drop any of these factors, no, I couldn't.

Susanna explained that none of the factors would be dropped; they would simply be prioritized. She then introduced the dot method. Each PAC member was given four dots to place next to items on the list of needs. Susanna elaborated, saying that dots could go anywhere and that anyone could put more than one dot next to the same item. Joan Brooks asked for clarification on the difference between access and connectivity on the list. Mike responded that connectivity deals with the regional structure, and access specifically means getting on and off the road. The PAC then had the opportunity to place their dots.

Results of Prioritizing- Dot Method

- Environmental- 8
- Safety- 15
- Access- 2
- Travel efficiency- 11
- Neighborhood integration- 9
- Long-range, comprehensive planning- 6
- Financial- 0
- Connectivity- 5
- Economic development- 8
- Historical/archeological preservation- 0

The top vote getters were:

1. Safety

2. Travel efficiency

3. Neighborhood integration

Bill: Is everybody okay on needs? We'll lock these away and bring

them out later.

Ed Harrow: When we talk about environmental impacts, are we talking about

natural or social?

Bill: The answer is yes. We consider all of the impacts equally.

The DOT is working on a better map of the study area and the

study team is completing research on natural and social

environmental data. We will present this information to the PAC

when we have it and we will ask for your input.

Rick Bronson: Can we contest the study area?

Bill: If you have significant objections we'll consider them.

Rick: The area does not go far enough to the east.

Mike Davies: As I said before, we have to consider things in manageable bits.

To include Ellsworth would take this from a two-year to an eight-

year study.

Rick: I think the solution is off this map.

Alan Bromley: What about including I-95 west of Penobscot?

Mike: The boundary is the Penobscot river.

Alan: Yes, but what about an alternative connection of Route 9 to 95?

Mike: That's been considered.

Alan: Can't the PAC consider it too?

Alan and Mike agreed to continue discussing that option over email.

Charles Plummer: Has MDOT ever projected a route from 395 to Route 9?

Mike: It's been mentioned internally, but we've never considered it

publicly.

Ray Faucher: We've never studied it extensively.

Charles: Was there a study done when I-95 was built into Brewer?

Ray: Not that I'm aware of, but I'll look.

At this point Joan Brooks expressed concern over not getting to everything on the agenda and commented that she thought the meeting time slot should extend to three hours. Bill replied that the agendas are always ambitious and went on to lay out the agenda for the next meeting.

Bill said that at the next meeting there would be feature identification on the maps and conceptual boundaries considering natural and social issues. He added that there would hopefully be more traffic projection data and that the PAC would add on to what the study team presented. Bill finally mentioned that the DOT is in the process of developing a project-specific website.

Susanna officially concluded the PAC portion of the meeting and asked the public for comments. The rules: one question at a time, and say your name and where you're from.

Judy Sullivan: I'm from Eddington and I'd like to know where the people on the

PAC live.

It was determined that two live on Route 9, two live on Route 46, and zero live on Route 1A.

Jack Healy: I'm from Holden and I'm upset that preservation of open areas is

not on the priority list. We are going to end up rewarding the

developers instead of the preservers.

Mike Davies: Doesn't that come under quality of life?

Jack: I'm not sure. It probably goes under environmental, but it wasn't

mentioned.

Fred Michaud: Farmland is an element in the parameters Bill laid out.

Jack: Correct. But I wish the PAC had come up with it.

Sandi Duchesne: I think that falls under rural character.

Jack: It could be interpreted that way, but it was never stated explicitly.

Also, Route 46, which is listed in preserving neighborhoods, does

not include everything.

Susanna: Let's change Route 46 to protection of neighborhoods in the entire

study area.

Brian: I'm from Holden. The discussion of the study area sounds like it's

drawing the box tighter and tighter and it should be extended both

north and east.

Jack: I want to say to Mr. Plumpton that I was offended when he called

it "fun" to draw with markers lines that might go through my

kitchen.

Bill: I'm sorry. I mean no disrespect and no offense.

Candace Healy: We have heard about the quality of life concerns on Route 46, but

people knowingly built their homes there on state funded roads.

We did not and had no way of anticipating this.

Mike Davies: We do not mean to focus only on Route 46. It is not the driving

force. I wish I could alleviate all impacts here. But there are

always impacts.

Candace: I agree, but we have to look at the big picture, not go for a quick

solution.

Mike: This is not going to be a quick solution. The communities and

agencies have to support whatever decision we make. We also have to deal with these problems in manageable bits, i.e. what the state can afford. We could expand the study area, but then the

money would go way out of bounds.

Candace: I'm just saying that in 1975 when they were designing 395, there

were issues even then about the problems of ending 95 in Holden.

There just can't be a quick and easy solution.

Mike: Agreed.

Susanna: To clarify what you're saying, there have been suggestions to

expand the study area to the north and east. That is being noted.

Susanna asked for any more questions and there were none. She officially adjourned the meeting.

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Maine Department of Transportation I-395 / Route 9 Transportation Study January 17, 2001 Public Advisory Committee Meeting



Contact Susanna Liller at 1-800-370-2458, extension 112 *Meeting Minutes*

Wednesday, January 17 Holbrook School 6:00-9:00 pm PAC Meeting #4

Public Advisory Committee (PAC):

Allan Bromley
Rick Bronson
Rodney Buswell
Ellen Campbell
Manley DeBeck, Jr.
Sandi Duchesne
Margaret Harrow
Linda Johns
Scott A. Leach
Stan Moses
Melody Knadler
Charles Plummer
Roger Raymond
Jim Ring
Al Skolfield

Not in attendance:

Joseph Baldacci Joan Brooks Keith Guttormsen Peter Waas Ed Harrow

Study Team:

Richard Bostwick Mari Costanzo Michael Davies Raymond Faucher Susanna Liller Dale Mayo William Plumpton Redington Robbins

Not in attendance:

Andrew Bickmore Terry Blair, Sr. Bill Coombs Dale Doughty Philip A. Dunn Bill Leet Fred Michaud Jim Linker Susanna Liller welcomed everyone and asked the public to hold questions and comments for the last 15 minutes of the meeting. She offered people food and said there would be a break around 7:30 given the length of the evening's meeting. Susanna asked if everyone had received the minutes. Everyone had. She turned the meeting over to new announcements.

Agenda Item 1: Announcements

Mike Davies began by announcing that there would be an interagency meeting on February 13th. The agencies involved will be the Army Corps of Engineers, the Environmental Protection Agency, the Department of Environmental Protection, the Fish and Wildlife Agency, and the Federal Highway Administration. He explained that these agencies have to buy in to the planning process because ultimately they will have the authority to reject a proposal if it does not meet their requirements. Mike encouraged representatives from the PAC to attend the meeting at the DOT building in Augusta. Rick Bronson, Scott Leach, Sandi Duchesne, Manley Debeck and Charles Plummer expressed an interest in going. Mike said he would give them more information on time of day when he receives it.

Susanna announced that the agenda was shifting slightly to allow a discussion of the conceptual study boundaries at the end of the meeting instead of towards the middle.

Mike announced that he would be leaving the I-395 study due to a promotion within the DOT. He introduced Ray Faucher as his replacement and assured everyone that he would be available if there were any questions in the future.

Agenda Item 2: Needs for the Study

Mike referred to the traffic forecasts for 2030 for Routes 1A and 9 and Interstates 395 and 95. He said that the Study Team has the raw data but that a presentation of a traffic analysis would have to wait until the next meeting.

With regard to crash data for Routes 1A and 9 and the 95 spur, Mike said that three areas had been identified as high crash areas. A high crash area is any area that has a higher than average crash rate for similar areas statewide and has eight or more accidents in three years. Mike added that Bill Plumpton would plot this information and ultimately present it to the PAC.

Mike asked Sandi Duchesne to make an effort on her end to try to get the people at BACTS to come up with their traffic forecasting data. Sandi made a note of this.

Bill Plumpton took the floor and spoke about the NEPA process and the list of ranked primary goals or objectives made at the last PAC meeting.

Agenda Item 3: Formation of Study Purpose Statement

Bill: We developed this list as a reference point if we end up

having to create a less-than-perfect transportation solution. We also developed it so that the DOT can look at our needs in the future if the costs for this project prove too high for

complete implementation.

Now, what we need to do is tie all of this together into an overall mission. We have the needs and critical elements; we can now wrap those up into what we see as our purpose. Ideally our purpose will be two or three clear sentences. The Study Team took a stab at this and we'd like to see

how you react.

Bill suggested a draft purpose statement, which read:

The purpose of this study is to 1) construct a section of Maine's National Highway System from I-395 in Brewer to Rout 9 in Eddington consistent with current American Association of State Highway Transportation Officials (AASHTO) policy on design, 2) improve regional system linkage, 3) improve safety on Route 46 and Route 4, 4) improve the current and future flow of traffic and shipment of goods to the interstate system.

Bill: Does this statement accurately capture our needs? This is

important because the Army Corps has to issue a permit for anything that affects wetlands, and they will not issue a permit if our solution does not refer back to this purpose.

Mike: I'd like to expand on number three- the safety issue.

Ellen Campbell: Is this not the place where we talk about what we want to

preserve in the process?

Bill: No, the Environmental Assessment (EA) will identify the

PAC's priorities following the purpose statement.

Allan Bromley: This lists one end of a connector road as the I-395

interchange. I'm not sure how we got to that.

Bill: We did leap quickly to the existing interchange because it

was part of the original planning that got this project

funded.

Ray Faucher: In continuing system linkage, from the east/west

perspective, a lot is already covered. The deficiency is

between the Route 395 portion and the Route 9 portion. I don't think the taxpayers will be willing to let go of the investment in the interstate.

Richard Bostwick: Was there a different terminus you were considering?

Allan: Well, we brought this up before and I haven't heard any

convincing reasons why we're not considering something

else.

Ray: Traffic levels are already unacceptable, and if you forecast

out 30 years it will be much worse. A northern crossing is

not going to make sense. There's also a financial

commitment that's already been made- we have to work within the 19 million dollars we have. A river crossing

alone would cost in excess of that.

Jim Ring: If you look back at origin and destination, there is no

support for a route other than 395.

Mike: That's strong evidence.

Ray: Also, whatever we present to the agencies, we have to be

realistic about getting a permit. Trying to build another bridge structure when we already have one that serves the

purpose, it would be hard to get them to agree.

Rick Bronson: So for the moment it seems when we say Route 9 in

Eddington we're limiting it. I think we should just say to

Route 9 in the purpose statement.

Bill: Okay.

Sandi Duchesne: I just want to clarify something: we are not creating an

interstate here, right? We don't need to put that in this

purpose?

Ray: There are no interstate dollars. We could create a road that

acts like a freeway, but it would not be an interstate.

Sandi: So there would have to be a law for no bicycle passing.

Ray: Right, this is not an interstate.

Bill: This will evolve, but it looks like we're okay for today.

Stan Moses: Just so we don't close the book entirely, would it do any

harm to put in just connection to the interstate system

without mentioning I-395?

Bill: There's probably no harm, but people here need to see that

it would be an extremely uphill battle to connect to the

interstate other than using I-395.

Mike: I just want to clarify something, to give you some

comparison- a bridge crossing in Augusta is looking at 20-30 million dollars. Building an extra bridge here could be a

deal breaker.

Stan: But why preclude that option now?

Mike: You could say existing state infrastructure. We could try to

synthesize numbers one and two.

Scott Leach: I'd like to see it stand with the 395 because when this goes

to the public and the agencies, I'd like to see this narrowed down to include things we already know are obvious- we want to give them a picture of what we really can do.

Bill: That's a tremendous argument. The more work you do on

the front end, the less you have to do later.

Allan Bromley: Does anybody have a feel for the average cost of a mile of

highway?

Ray: It's about a million a mile for a forty-foot roadway and

that's just construction costs.

Stan: What's the mileage between Route 9 and 395?

Bill: The shortest distance is about 5.5 miles. Diagonally it's

about 10 miles.

Stan: And what would be the comparable distance from Route 9

to I-95?

Sandi Duchesne: It's about 16 miles from 46 to the 395 exit.

Stan: But from north Main Street across the river to 95?

Jim Ring: That's about two miles plus the bridge.

Mike: Let's write this out and get a consensus for tonight.

Bill: Okay. We'll make the safety addition and remove the

words "in Eddington".

Richard Bostwick: I think the word construct might be a lightning rod. People

will think that we've already made a decision. But I'm not

sure what another word would be.

Mike: Well, we have the no-build option, upgrade existing

structures, or we're going to find a corridor on a new

alignment. It's no build or construction.

Susanna: What about link or connect?

Sandi: What about "complete a section between the interstate and

Route 9 at Eddington?"

Bill: Let's leave it at that... complete, improve... the agencies

will change it as they see fit.

Mike: Does everyone agree with this? Can everyone support this?

Susanna: Remember our consensus definition- you have to at least be

lukewarm and be able to support this outside the room.

Sandi: Well I think it should be construct or complete, not

improve. You can't improve something that's not there.

Mike: Okay. Complete is better than construct.

There was general consensus around the room.

Agenda Item 4: Moved to the end of the meeting.

Agenda Item 5: Identification of Natural and Social Features

Bill: The interagency meeting agenda will be to go over needs,

purpose and features information- the last item only if they

agree with what we've said up to that point.

Bill passed out booklets with features detailed on maps of the area.

Susanna: Before we get into this, I neglected to tell you that Margaret

Harrow is here as Ed's substitute. Welcome.

Bill: We have some information on the natural resources and

social features. This is the last thing we need to understand prior to developing potential corridors. We used to develop alternatives first, and then we spent a huge amount of time adjusting alternatives to avoid and minimize impacts and people were never sure they had the best alternative. What we do now is try to look at all the natural and people issues- considering them equally- before we look at corridors. We've handed some of this information out, and

you'll see a little more before the next meeting.

We'll go over where we got this information, why it's important, what we're going to do with it and who has jurisdiction over the various resources. So let's go through these maps slowly, from big picture stuff to individual contexts. This is basically the same information that will go to the interagency meeting.

Mike: This is the point where if we've missed something, please

let us know.

Sandi Duchesne: Like the fact that the drive-in hasn't been there in 20 years?

Bill: That's a perfect example.

Linda Johns: There's a cemetery in Holden at the intersection of Route

1A and Copeland Hill.

How old is this map? There's a forty-lot subdivision that's Ellen Campbell:

not included.

Ray: Each section may be a different age. They update sections

individually.

Bill: Fortunately we don't have to rely on the US Geological

Survey (USGS) only. We've also got this satellite picture.

(Unveiling of satellite picture here)

What are the white areas? Stan Moses:

Bill: Those are areas that don't have vegetation. We're going to

> take the elevation figures we have and lay them three dimensionally over this satellite picture eventually.

Mike: That will be a digital elevation model (DEM). We also

have some 1998 aerial photography- the long-term plan is

to use that to re-triangulate the model so we have high precision here. And the last step is to give coordinates for

everything so it's very accurate.

Bill: The accuracy of the USGS map is plus or minus 50 meters.

The satellite picture is plus or minus 1-3 meters.

Bill turned to the second map in the book.

Bill: The scale here, you'll notice, is in feet, while the elevation

is in meters (3.028 feet per meter). These elevations are

relative to the elevation of the Penobscot River.

Understanding elevation is important when developing alternatives. Alternatives in a straight line result in large cuts and fills and are visually very intrusive. A better alternative would follow the contours a little bit more to minimize physical impacts. There are a couple of

noticeable areas- Mann hill and just to the east of Route 46.

Ray: Costs go up greatly when going through high elevations.

Bill turned to the third map.

Bill: These are subwatersheds, and we want to understand which

> ones we may have to go through because transportation will affect water quality. We haven't gotten that far in terms of data collection (water quality data), but we can look at places like Holbrook Pond and assume that those are places of high water quality. Everything else ultimately makes its way to the Penobscot River. Does anyone know water quality issues or concerns in the area? No? We'll

find out.

Bill turned to the fourth map.

Bill: The title here should be changed to Bedrock Geology. The

> depth to bedrock from the surface is about 50 meters. Geology is important. In a lot of places in the country geology would affect transportation and transportation projects affect the geology of the area. Luckily here, we just have big hard rocks. (Attached are the codes for this

map)

Bill turned to the fifth map.

Bill:

We're still on the big picture stuff here. Eco regions- this is only starting to come into vogue now. The EPA has developed a classification system based upon eco systems across our entire country. Eco regions are based on characteristics like population, geology, surface water, groundwater, vegetation, wildlife, topography, etc. We are in two eco regions, but both are similar. We really put this page in for the EPA. The biggest change between these two regions is the population.

Bill turned to the sixth map.

Bill: Now we're looking at the more specific stuff. We're

talking individual features or issues in the social

environment. The United States Department of Agriculture (USDA) Natural Resource Conservation Service, formerly the Soil Conservation Service, has jurisdiction over this process under the Federal Farmlands Protection Act of 1981. They look at prime farmland, farmlands of statewide importance and unique farmlands. These are not only areas in crop production. They could be forest areas, but by definition they are prime farmland soils. We didn't find any unique or statewide important farmlands, but these are the prime farmland soils we found. Are there areas here that are in crops every year? We don't know yet. We'll talk more about this later on as we talk about transportation improvements. Just remember, we'll be responsible for explaining this to the agencies- why we may have to impact farmland soils

Ellen Campbell: So does this mean we're trying not to go through these

areas? We're really blocked in here.

Bill: You're right. We'll be doing a lot of impact balancing.

But you're getting ahead of us. We'll look at that when we

start defining alternatives.

Mike: You're not going to avoid everything. That's not possible.

Richard Bostwick: And you'll see that the regulatory and resource agencies are

not as concerned about farmlands as they are about

wetlands.

Bill: This is why Mike said it would be good to have some PAC

members see the agencies in action.

Bill turned to the seventh map.

Bill: This is our resource map over the satellite image to show sensitive habitats. You're going to see this in many different scales. We have the ability to zoom in on

different scales. We have the ability to zoom in on different features. For example, the Exxon station on the corner- we can see that. Individual houses start to get a

little bit fuzzy.

Mike: There are two levels to look at. Multi-spectral, three-meter

accuracy is shown here. We also have the one-meter level.

Bill: The printout is the three-meter level because it prints out

quicker, but we can go to one-meter accuracy. Hopefully one day you'll be able to see three dimensionally what this

looks like.

Sandi: What is the facilities discharge icon? Could it be the

transformer?

Bill: You tell me. We're bringing this to you to get some of this

type of feedback and information. Truthfully, that doesn't belong on this map anyway; we will create a separate map

showing potentially hazardous materials.

Linda Johns: The deer wintering areas, are you also going to look at what

the town considers to be the deer wintering areas? Because

they're different from what is listed on this map.

Bill: I'd say absolutely. If it's in the comprehensive plan, we're

already going through it and will add it to the maps.

Linda: It is in the comprehensive plan.

Richard Bostwick: Just to follow up on Linda's comment, deer wintering areas

are regulated under the Natural Resources Protections Act.

Bill turned to the eighth map.

Bill: This is the population listed by census blocks. It's ten

years old and the census blocks aren't always the same size; basically this just tells you what you already know: i.e. rural, residential and residential/commercial areas. The purpose is to say that generally DOT knows where people live, and on the satellite image we really know where

people live.

Charles Plummer: Do you know when the data for the 2000 census will be

available?

Mike: The study will be over by then.

Bill: I think we're looking at 18 months. Which is why we'll

use the satellite picture.

Bill turned to the ninth map.

Bill: This information was taken from the satellite image.

Hopefully, we'll eventually have transportation that follows

our land use, i.e. good system linkage.

Sandi Duchesne: Does transportation mean driveways?

Bill: It means basically road.

Bill turned to the tenth map.

Bill: These are predominantly surface water resources.

> Ultimately, the DOT is going to have to seek approvals for changes and impacts to waters of the US- waters include wetlands, and water quality, and aquatic life. It's not just surface water. It goes further than that-it's a very high standard for a permit. You guys must find the alternative that has the least impact on waters. This is mandated by the federal Clean Water Act. And with respect to flood plains, they are also given protection under a presidential executive order. We need the least impact possible.

You're looking at 100-year floodplains here (this information is from the Federal Emergency Management Association). The 100-year floodplain is identified as the area affected by one storm in 100 years. The Fish and US Wildlife Service has identified areas of wetlands using high altitude aerial photography. If the Fish and Wildlife Service has called an area a wetland, it probably extends further than you're seeing here. You'll notice that some of the boundaries between floodplains and the National Wetland Inventory wetlands don't match up well. These are great for planning tools, but we'll eventually have to get more specific information.

The purple areas on the map are known hydric soils-soils that are wet a lot of the time. Most are probably wetlands, but these areas are probably a little overestimated whereas the NWI wetlands are probably a little underestimated.

A couple of other water features- we have drinking water wells identified. Look on Route 1A. The Department of Human Services in Augusta gave this information and they still owe us the wellhead protection areas around those wells that require protection to maintain quality.

After a break we'll look at what information we still need in terms of resource features.

The PAC took a 15-minute break.

When the PAC returned, Bill reiterated that the maps represent the information known so far. He said it had all been captured digitally from the regulatory agencies and that the Study Team appreciates PAC input on the accuracy of the information shown on these resource maps.

Bill listed five things the Study Team still needs to look at:

- 1. Hazardous waste
- 2. Historic resources and archeological resources --- The Maine Historic Preservation commission will do a broad review and report things that are already listed on the National Register of Historic Places. Once the broad corridors are developed, they'll take a closer look for resources that are potentially eligible for the National Register of Historic Places- anything over 50 years must be evaluated for potential eligibility. The same thing is done with archeological resources.
- 3. Digitizing property boundaries- This should be ready for the next PAC meeting.
- 4. Zoning- A strong indication of future land use
- 5. Public parks- There don't appear to be any (Public parks are given the highest level of resource protection)

Allan Bromley: How current is your property boundary information?

We've approved new subdivisions in Holden. You

probably don't have those.

Bill: You're right. We'll need your help. I don't remember the

dates we have for the tax parcel boundaries, but I'll let you

know.

Richard Bostwick: Would the tax maps have owners listed on them?

Bill: No. We are just looking at boundaries now. Only in the

corridor stage will we add property owners to the database. The PAC can tell us now what is public land versus private

land.

Sandi: Do you want to know boat landings too?

Bill: Yes, if they are public property. Section 4F of the DOT

Act says we will avoid the use of public property.

Ray: The definition of public is an area that is open to the public

at all times and is recreational.

Bill: Are there public properties we should be aware of here?

Linda Johns: I think there's a park at the intersection of Route 1A and

46, to the south of 1A.

Sandi Duchesne:

side.

There's a boat landing on Davis Pond on the northwest

Charles Plummer: It is not technically a public property. It acts like it, but

that could change tomorrow.

Ellen Campbell: There's been talk of developing the acreage behind Holden

School into something recreational.

Bill: Why don't we add to an agenda at some point looking at

potential changes, like the Holden area and planned

subdivisions?

Redington Robbins: I think you'll find that near the wells on Route 1A are some

large mobile home parks and businesses. I also think that

Brewer water's been brought in that way.

Bill: Okay that covers that. You know where we're getting our

information, you know what we're using it for, you know

what we still need to get. Are we missing anything?

Ray: I think the only other thing we would want to map is the

major utilities- overhead or underground. That's usually a

big cost item.

Red: And natural gas pipeline.

Bill: Let's try to capture some of this information with our

markers after the meeting.

Bill turned to the large composite map at the front of the room.

Bill: This is probably what you'll see most of the time. It's got

the most important stuff on it.

Richard Bostwick: Is there a working definition of neighborhoods?

Bill: You're right. We haven't talked about neighborhoods yet.

Let's define neighborhoods versus communities. A neighborhood can be defined as people living in close proximity to one another versus a community, a group of people that have a common interest in living together within a larger society. Let's talk about communities first-they come together because of race, religion, etc. I don't

think we have any of those. Let's talk about

neighborhoods- we're going to have to define that at a

future point, maybe at the next meeting.

Agenda Item 4: Conceptual Study Area Boundaries

Mike: Before we discuss the study boundaries, I want to take a

step back and talk about what brought DOT here. The local communities contacted DOT to see if we could find a solution to a transportation problem. That's why we're here. You're here to make sure information gets

disseminated properly. If you need something from us to

help you, please let us know.

The study area is 50 square miles. DOT feels the solution falls within the defined areas that we've presented from day one. We're not excluding solutions that you may feel address the issues that we've identified, but right now we're focusing on this area for several reasons: cost and topographic relief difficulties (elevations) east of Route 46

being two of these.

Rick Bronson: My thinking is regarding the traffic from Route 9 to the

interstate, and Acadia-bound traffic on Route 1A. One day, traffic from Canada will find it cheaper to cross the state of Maine and one highway might solve both traffic problems. I think it's shortsighted to build a solution to Route 9 and then consider the Acadia traffic in eight years or so.

Mike: I understand. Unfortunately we have to deal with projects

we can get our hands around. We have looked at the traffic

changes on Route 9 and that'll be in the state models.

Ray Faucher: Rick, you're not alone. Someone in the DOT has looked at

that, but there's such a great area between those two places that it doesn't look like it makes sense to have one solution for both. It would be nice- but to build something like that

would be difficult if not impossible.

Mike: Those concerns are on the table. John Melrose has asked

us about that and we've said we can look at it, but the impracticalities become enormous. If you look at the 1998 and 1999 traffic studies, keep in mind we're trying to capture a specific stream of traffic off of Route 9 and get it

to points out of the area.

Rick: When we get to specific corridors, I'll come back to this.

Mike: And if you want to look at the maps with me after the

meeting, that's fine.

Redington Robbins: What about the Augusta Connector?

Ray: It's going to make getting through Augusta easier. The

connector may redirect some of that traffic down through

that area instead of through Bangor.

Mike: The DOT thinks the solution falls within those 88 miles (on

the satellite image). Again, I won't say we won't look at anything outside of that. But as we go further, you'll see things narrow down even further as we look at specific

corridors.

Roger Raymond: What are the 88 miles we're looking at?

Bill: There are 88 miles covered on the satellite picture. The

study area is really the 50 square miles between Routes 46,

9 and 1A.

Mike- The DOT feels that the solution falls within Routes 46, 9

and 1A. But we will not exclude a solution if it comes up,

and has support, and the agencies support it, etc.

Roger: I just want to make sure that when you're looking at system

linkage we're looking beyond those 88 miles. Particularly in representing RTAC2, I would be concerned with that.

Mike: I want to clear something up. The picture is 88 square

miles; the study area is about 50 square miles. And I hear what you're saying, and areas outside, in terms of linkage,

will be considered.

Roger: So as a committee member you want me to confirm the

solution will be within the 50-mile radius. But will you still look at the impacts that happen down the road?

Mike: The regional traffic model is always looked at.

Bill: The scope of physical improvements is within the 50

square mile area. But we always look at the impacts

regionally.

Roger: I think my concern is that my area has a company that

travels a great deal on Route 9 and I don't want to suggest something that hurts them. If it's just the solution that has

to be within those 50 square miles, that's fine.

Mike: If we find an alternative, and you see that your community

is suffering, tell us.

Stan Moses: Are you taking into consideration other DOT projects that

have impacts regionally?

Mike: Absolutely.

Stan: How big is the area you're looking at for regional linkage?

Mike: We're looking at traffic that goes outside of Maine. We're

not modeling that far. I would think our region is limited to

the state of Maine.

Given that, can you, the PAC, support the boundaries of the

study area?

Stan: By study area, do you mean planning area for the solution?

Mike: I'm saying where the solution will fall.

Stan: Isn't that the planning area, not the study area?

Roger Raymond: I don't have a problem with the 50 square miles, but I'd

like to see you change your terms a little bit. I would say

that the 50 miles is the project area.

Mike: We don't like to use the term project. We think it's

misleading.

Roger: I'm nervous about using "study area".

Mike: The study area is 50 miles, but the planning area is much

wider.

Richard Bostwick: I think to be fair to the agencies we have to follow

convention and call it the study area.

Mike: I agree. I don't want to confuse them. Can the PAC

support that publicly?

Susanna: Are you all a notch above neutral?

Roger and Rick are not in consensus. Rick wants to hear that more than 50 miles is being considered in terms of impacts.

Susanna: That's what Mike is saying.

Ellen Campbell: Can we talk about *why* nothing beyond this area is looked

at? We've talked about to the north, maybe if we can talk about those natural features just a little bit, people will

understand why we are boxed in.

Mike: To the north we have a problem moving traffic and to the

east we have topographic problems (water reserves). We've got logical termini with an investment already in Route 9 and I-395. We don't want to say that wasn't worth

anything. I hope that answers your question.

Ellen: I'm already convinced. I'm worried other people aren't.

Jim Ring: If you expanded that study area a mile each way- that might

solve things.

Rick: That would put me at consensus.

Mike: Done. Will the PAC support these boundaries?

The PAC is at consensus.

Susanna: And are we clear on the difference between the 88 and the

50 square miles?

There are no questions on this.

Allan Bromley: We talked about a project website. Where are we with

that?

Mike: It's not up yet. We're developing it.

Agenda Item 6: Next Steps

Bill: For the next PAC meeting we need to finish resources,

traffic forecasts, planned and programs activities, the interagency meeting, and then we need to talk about our

first public meeting.

Mike: I want to thank you all for the support. I appreciate

working with you. Let me know if you need anything and

feel free to contact me even though I will no longer

officially be on this study.

Agenda Item 7: Public Comments

Susanna asked that members of the public say their names and where they are from.

John Bryan: I'm from Holden. You keep talking about moving the

traffic problem and I keep thinking about 95 and I-395. I think a lot of people use that interchange to avoid the Bangor traffic. That's chaos there. My question is that the issue of Bangor is long-term thinking- are we going to think about that at all with this solution? We should.

Mike: The improvements that are necessary for that intersection

are on the radar, but are not part of this study.

Ray: We are going to undertake a study to look at the Bangor

problem.

John: Why not make this a part of that?

Ray: Because that is a separate study. We have to look at

manageable bits.

Jim Ring: From the local standpoint (i.e. Bangor) we've got a

capacity issue on just the main line, and then the intersection with 395, and everything's linked together. From a local perspective, that issue is something we want

MDOT to look at all on its own.

Richard Bowden: I'm from Eddington. Is it possible to get this information

up on the Internet?

Mike: Eventually. The website is under development, and when

we have it, you'll get magnets and links from the MDOT

website.

Bill: The website completion is a month away.

Mary Ellen Ledwin: I am the state representative in Augusta. I've had a lot of

constituents say they think this process is just rubberstamping, and I come away with this thinking you're doing

an excellent job at the state and local level.

Congratulations.

There were no more public comments. Susanna thank everyone for attending.

The next meeting was scheduled for February 28th from 7:00 to 9:00pm. This was a change from the original schedule in order to keep the meeting in the Holbrook School.

Susanna adjourned the meeting.



Maine Department of Transportation I-395 / Route 9 Transportation Study

February 28, 2001 Public Advisory Committee Meeting



Contact Susanna Liller at 1-800-370-2458, extension 112 *Meeting Minutes*

Wednesday, February 28th Holbrook School 7:00-9:00 pm PAC Meeting #5

Public Advisory Committee (PAC):

Allan Bromley
Rick Bronson
Joan Brooks
Rodney Buswell
Ellen Campbell
Manley DeBeck, Jr.
Sandy Duchesne
Keith Guttormsen
Ed Harrow
Linda Johns

Linda Johns Scott A. Leach Stan Moses Melody Knadler Gerry Palmer Charles Plummer Jim Ring Al Skolfield

Not in attendance:

Roger Raymond

Study Team:

Richard Bostwick Mari Costanzo Raymond Faucher Susanna Liller William Plumpton Redington Robbins

Not in Attendance

Andrew Bickmore
Terry Blair, Sr.
Bill Coombs
Dale Doughty
Phillip A. Dunn
Bill Leet
Jim Linker
Dale Mayo
Fred Michaud

Susanna Liller welcomed everyone to the 5th PAC meeting and started with announcements. She reminded everyone that the last 10-15 minutes would be set aside for public comments and informed everyone that Roger Raymond had called to say he would not be at the meeting. Jim Ring then introduced city councilman Gerry Palmer as a new PAC member replacing Joseph Baldacci.

Susanna went over one change to the agenda; the discussion on preliminary alternatives development would be moved to the end of the meeting, time permitting.

Bill Plumpton reviewed the results of the interagency meeting. The agencies met on February 13th and four PAC members were present, including: Charles Plummer, Rick Bronson, Sandy Duchesne and Manley DeBeck. The Study Team presented Needs, Purpose and natural and social features to the resource agencies. The agencies had no issues with the information developed to date. The Army Corps of Engineers (ACOE) will be developing a draft ACOE purpose statement that will be included in the Draft and Final Environmental Assessment.

Rick Bronson commented that at the agency meeting the Study Team made an effort to sell its position, while in PAC meetings Study Team members are always trying to get the PAC to think smaller. He said it was useful to see that shift.

Bill moved on to talk about where the PAC is in the NEPA process. The PAC is moving into the development phase where alternatives will be developed. The one thing that remains to be done first is to hold the public scoping and informational meeting. The process will speed up at this point.

Bill mentioned a few corrections to the Needs information presented at the previous meeting. First, there is no gap in system linkage between Routes 1A and 9. There is actually an overlap within Brewer and Bangor at the Chamberlain Bridge and Main Street in Bangor. However, it is not an ideal linkage, as these principal arterial routes function more like local roads due to the volume of traffic. There is an opportunity to realign or reallocate some roads designated as part of the national highway system to different locations.

Stan Moses: That overlap doesn't get double funding?

Ray Faucher: No. Different classifications mean different pots of money.

If we can get more national highway, we get more federal

dollars.

Jim Ring: If we have a change in classification or inclusion of the

national highway system, does that have funding

implications for the Metropolitan Planning Organization

(MPO)?

Ray: I'm not sure. But I would probably say no. One of the

handicaps of the national highway system is the roads have to be built to a higher standard, which costs more money.

Bill: Because of the change, we need to make one change to the

purpose statement. We said, "... complete the national highway system." We need to change "complete" to "improve". We heard that at the interagency meeting.

The second correction Bill made involved the number of high crash locations. It was originally thought there were five, but that has been revised to four. The four locations are: the intersection of Routes 46 and 9, a section of Route 46 from Mann Hill Road to Holden/Eddington town line, the intersections of Routes 9 and 178, and the intersection of Route 1A and Copeland Hill Road.

Ed Harrow: Almost every high crash area is a place where roads come

together. Doesn't that naturally imply more crashes?

Ray: A rate factor compares each crash area to similar locations

within the state.

Ed: Is there any weight given to the severity of accident?

Ray: No.

Stan Moses: Did you look at in-town locations in Brewer?

Bill: We looked at everything in the study area.

Ray: I think we looked mainly at main routes.

Bill summarized the information concerning the third need for this study: existing and future traffic congestion. Bill passed out and reviewed a summary of the existing and future traffic volumes in the study area.

Allan Bromley: How did you come up with those numbers?

Ray: We worked with BACTS to project average annual growth

based on past numbers.

Sandy Duchesne: This is outside of the BACTS number area, so Mike (Mike

Morgan of MDOT's Planning Division) worked up his numbers with the state model and then compared them to our model and then we also compared that against actual figures from the last ten years or so. It's a rough science,

but it passed the straight face test.

Jim Ring: A 1.5 to 2% traffic volume increase sounds right. But I

see one point that looks like it's less than 1%. Why?

Ray: I think that a lot of the traffic that's coming westbound on

Route 9 does not continue on Route 9. Route 46 draws the

traffic away.

Sandy: I think the 2,000-car difference on Route 9 before Route

178 is wrong.

Allan Bromley: Would all engineers come up with these same levels of

service?

Bill: Ideally, yes.

Stan Moses: From the 30th hour in 2030, if we back out the traffic from

I-395 to Route 9, what happens to Route 1A?

Bill: If you take out the change in traffic- the level of service is

as it exists today. If you take out more, you'll see

improvements on the 1998 numbers.

Ray: Future traffic on Rt. 46 (5400 vehicles) shows that Route

1A is going to have unacceptable levels of service if no improvements are undertaken, especially between I-395

and the Route 46 intersection.

Richard Bostwick: Looking at improving the connectivity, how much impact

would we really have on 1A east of Route 46? Is that

something we're looking at trying to improve?

Bill: That's looking at solutions. Right now, we're just defining

problems.

Ray: Route 1A is growing significantly. Even if we had capacity

to better Route 9, we also realize that Route 1A towards

Ellsworth will still need future improvements.

Keith Guttormsen: Isn't that one of the reasons they proposed opening the

Calais branch again?

Bill: The Calais branch has too many unfixed variables. I don't

know that a Calais branch solution would fix both of these.

Ed Harrow: I'd like to point out that the Long Island Expressway was

designed based on the 30th hour and that is a huge parking lot. How do we know that the 30th hour is a reasonable

number for Year 2030 guesses?

Ray explained that the engineers do the best they can with the information that exists. The Maine Mall changed expected conditions when that was built. On the Waterville-Winslow connector, the traffic has not materialized. MDOT works with BACTS and also

tries to look at any extraneous factors, like the exchange rate with Canada. The 2030-year is used now, but in the future there may be a different number.

Charles Plummer: How much of an impact does highway signage have on

directing traffic up or down 1A as opposed to letting it head

towards Calais?

Ray: In heavy tourist corridors there may be a big effect. In

other areas there may be very little effect.

Charles: Don't the signs on 395 direct you to Ellsworth?

Bill: There's a choice to travel on either Route 9 or Route 1A

and the sign gives distances.

Stan Moses: During the planning phase we're using the 30th hour as

2030. What do you use when you get to the design stage?

Ray: When MDOT develops construction plans, they are based

on a 20-year design that will probably be different than the 2030 traffic figures that are being developed for the study.

Stan: So we could end up designing a highway for numbers less

than what we see here.

Ray: We design 20 years ahead, but that doesn't mean the road

will be at capacity in 20 years.

Allan Bromley: How do you get to the number of lanes required?

Ray: The rule of thumb is if Design Hour Volume (DHV) is

greater than 2,000, then we construct a 4-lane road. That changes if the road is a limited access facility- then the DHV may approach 2800 vehicles before consideration of 4-lane roadway. We're going to do that in the next phase-

model based on DHV numbers in 2030.

Rick Bronson: I think the 2030 Annual Average Daily Traffic numbers are

still insufficient where they measure Route 9 west of Route 46. My guess is there is no consideration of traffic from

Edmonton.

Ray: I think the possibility of a crossing at Calais is being

considered in these numbers.

Rick: I could see these numbers doubling.

Ray: I think you're right, but it's a lot of speculation and we

don't have anything that can support that. The agencies would hang us if we tried to do things based on speculation.

Rick: I assume these numbers are based on historic Maine-based

growth.

Sandy: Mike Morgan would be better able to explain some of these

numbers. I don't think he's as optimistic as Rick, but certainly traffic from the Maritimes will come this way.

Rick: I think we are still simply counting the southbound

component and not the westbound.

Sandy: Maybe it would be worth having Mike come to talk to us.

Linda Johns: I have a question on the projected AADT. Why on Route 9

is there such a big difference west of 46 if it doesn't include

178?

Bill: That was my guess. But we'll get Mike down to clear this

up.

Jim Ring: To the extent that Rick is right, I think it further strengthens

the case for this connector. If the numbers are even higher, that just makes it a better idea. We just have to make sure

we have sufficient Right-Of-Way purchased.

Bill: Let's move on to talk about the conceptual study area

boundaries. The Study Team believes that the *physical* solution lies within the boundaries shown on our map.

Charles Plummer: I don't believe that west of the intersection at Route 9 and

Route 46 is a logical solution. I think the solution is further

to the east then is shown on the map.

Bill: Comment noted. And if we find a solution outside that

boundary, DOT will go back and develop the information on the natural and social features of the areas before we go

forward with further alternative development.

Ed Harrow: But it seems if he's right, the only way we're going get

there is if we go through the development of alternatives.

That's a problem.

Bill: This is a horse and cart situation. Do we define an area

first, or find solutions first? We've found that defining an area first works best. That way, when alternatives are developed, we can see the preliminary impacts right away. To develop alternatives prior to having an understanding of the natural and social features first presents a difficult problem. We could not be confident that we have

developed alternatives that avoid and minimize impacts to

the extent possible.

Sandy: If you look at the topography map, I'd say it's not the

Study Team that's limiting us but Mother Nature. To the

east are major cliffs and hills.

Bill moved on to discuss changes to the features maps since the last meeting. The changes are as follows:

• Eaton brook has the potential to support Atlantic salmon, according to the Atlantic Salmon Commission

- Holbrook and Davis ponds have the potential to support two endangered grasses
- Well locations have been added as reported by drillers
- Hazardous waste locations have been added mainly in the northwest area
- Properties have been digitized and added

Bill said there were a few things still to be added. They are:

- Community facilities and services- schools, healthcare facilities, churches, etc.
- Zoning information
- Historic properties

Stan Moses: At what future point do we identify improvements on

properties and the value of those improvements?

Bill: First we'll identify broad corridors, then the Study Team

will narrow those down based on preliminary impacts

including land use.

Stan: As I look at the end of 395, going to Route 9, I run into

Eaton Ridge. Doesn't it behoove us to consider those types of impacts now as opposed to at the end of the process?

Bill: Broad corridors will be developed with an understanding of

the natural and social features in the area. This is why we

have developed this information prior to developing

alternatives. Once we've developed broad corridors, we'll

look at every individual property in those 300 meter corridors and enter all that information in our database to keep as part of the decision making process.

Ray: We have to look at all resources, natural and manmade, and

balance the impacts in the decision making process.

Sandy: Eaton Ridge is a high-end housing development. You

don't go through there because it would cost a lot of money to buy it. There is a presidential executive order on environmental justice that stipulates that we can't go through a low-income neighborhood because it's cheaper

than a high-income one.

Bill announced that the website is up and running and gave out magnets with the web address. Information developed on the study will be posted on the site: news, overall study goals, laws governing the process, who's involved in the process, information on public meetings, meeting minutes and agendas, maps and publications. There is also a section for comments. The DOT will put a link on its web page to the website and site managers will control back-ups of all information as a security measure.

Bill next announced that the first public meeting has been scheduled for April 11th at 7pm in the Holbrook School Auditorium. The Study Team will present needs and purpose of the study and ask for comments. Ray added that a notice would be published in all local newspapers and that a stenographer would be present at the meeting to record the proceedings.

Bill reviewed the agenda for the next PAC meeting. He said the Study Team would probably have zoning done and the PAC would have the opportunity to begin developing broad corridors for alternatives. He also passed out an informational sheet for PAC members to read before the next meeting and said that he would ask Mike Morgan to attend to answer traffic questions.

The next meeting was scheduled for May 2^{nd} , 6-9 pm with sandwiches.

Susanna turned to the public for questions and comments, but there were none. Susanna adjourned the meeting.

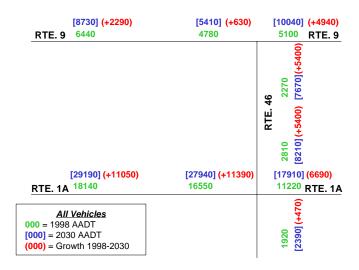
I-395 – Route 9 Transportation Study Summary of Existing and Future Transportation Conditions

February 2001

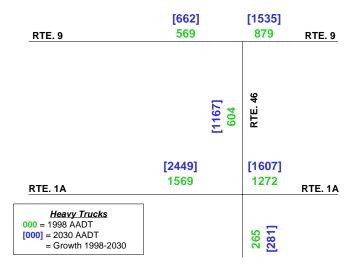
Annual Average Daily Traffic

Based upon MDOT traffic count data, estimates of the current and future annual average daily traffic (AADT) for all vehicles and heavy trucks were determined.

Annual Average Daily Traffic for All Vehicles

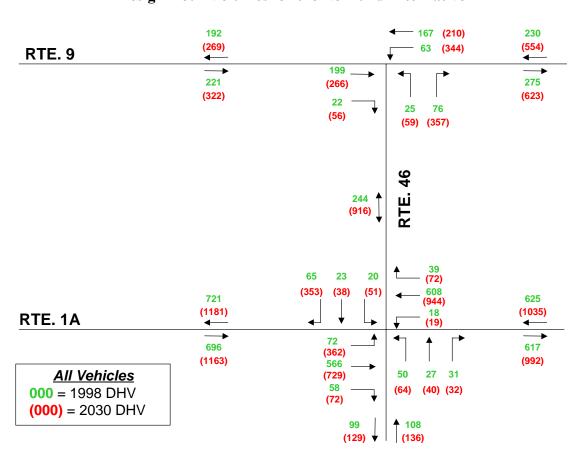


Annual Average Daily Traffic for Heavy Trucks



Design Hour Volume

Design hour volumes (DHV) for the roadway segments and intersections were calculated.



Design Hour Volumes for the No-Build Alternative

Level of Service

Using the DHVs, the level of service (LOS) provided by the region's highway system was estimated to determine the traffic performance of these highways. LOS is a qualitative measure of traffic performance. LOS consists of six grades, A through F, with A designating free flow, and F representing severe traffic congestion or delay. The definition of LOS varies among different types of traffic situations because travelers' perceptions of the travel experience vary.

Three different LOS definitions:

Level of Service Criteria For Roadway Segments

	Level of Service	Traffic Flow Condition
A		Free Flow Operations Affords the motorist a high level of physical and psychological comfort.
В		Reasonably Free Flow Operations Ability to maneuver within traffic stream is only slightly restricted.
С		Stable Operations Small increases in flow will cause substantial deterioration in service.
D		Bordering on Unstable Flow Freedom to maneuver within traffic stream is severely limited.
E		Extremely Unstable Operations Maneuverability is extremely limited and the level of physical and psychological comfort afforded the motorist is extremely poor.
F		Forced or Breakdown Flow Traffic jammed.

Level of Service Criteria For Signalized Intersections

Level of Service	Control Delay Per Vehicle (Sec)		
A	≤ 10		
В	$> 10 \text{ and } \le 20$		
C	$> 20 \text{ and } \le 35$		
D	$> 35 \text{ and } \le 55$		
Е	$> 55 \text{ and } \le 80$		
F	> 80		

Level of Service Criteria For Unsignalized Intersections

Level of Service	Control Delay Per Vehicle (Sec)		
A	≤ 10		
В	> 10 and \leq 15		
С	> 15 and \leq 25		
D	$> 25 \text{ and } \le 35$		
Е	$> 35 \text{ and } \le 50$		
F	> 50		

The volume to capacity (v/c) ratio is the two-way traffic volume divided by the maximum number of vehicles that could be carried by the roadway during the peak hour of the day. The v/c ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed by a two-lane road and the percent of the road where passing is prohibited.

V/C Ratio and LOS Thresholds for Two-Lane Roadways, Level Terrain, and 50% Passing

LOS	V/C
A	0.09
В	0.21
С	0.36
D	0.60
Е	1.00
F	>1.00

V/C Ratios and LOS measurements were determined for the design hour.

V/C Ratios and LOS for the Design Hour for Roadways

Two-Lane Section	Route 9 West of Route 46	Route 46	Route 1A West of Route 46
1998 V/C: LOS	0.28: C	0.11: B	0.75: E
2030 V/C: LOS	0.38: D	0.40: D	>1.00: F

Intersection Performance Summary – LOS and Percent Use

Intersection	Routes 9	Routes 1A
	and 46	and 46
1998: % Use, LOS	43%, A	58%, B
2030: % Use, LOS	90%, E	>100%, F

Conclusion

Most of the traffic growth is forecasted to affect two corridors within the study area: Route 1A between I-395 and Route 46, and Route 46 between Routes 9 and 1A. These corridors will be affected by projected increases in travel between Route 1A (west) and Route 9 (east) so-called "East-West Travel" and travel between Route 1A (west) and Route 1A (east) connecting the Bangor area and I-395 with Ellsworth and Acadia National Park.



Maine Department of Transportation I-395 / Route 9 Transportation Study

May 2, 2001

Public Advisory Committee Meeting



Contact Susanna Liller at 1-800-370-2458, extension 112 Meeting Minutes

Wednesday, May 2

6:00-9:00 pm PAC Meeting #6

Public Advisory Committee (PAC):

Rick Bronson Joan Brooks Rodney Buswell Ellen Campbell Manley DeBeck, Jr. Sandi Duchesne Keith Guttormsen Linda Johns Scott A. Leach

Stan Moses

Margaret McKinney (for Ed Harrow)

Melody Knadler Gerry Palmer Charles Plummer Roger Raymond Jim Ring

Not in attendance:

Allan Bromley **Ed Harrow** Al Skolfield

Study Team:

Richard Bostwick John Derr Mari Costanzo Raymond Faucher Susanna Liller Mike Morgan Fred Michaud William Plumpton **Redington Robbins**

Not in Attendance

Andrew Bickmore Terry Blair, Sr. Bill Coombs Dale Doughty Phillip A. Dunn Bill Leet Jim Linker Dale Mayo

Agenda Item #1: Old Business

Susanna welcomed everyone and reminded the group that this would be a work session for the PAC. She asked the public to hold any questions until 8:45.

Mari announced that notebooks containing all the PAC materials would be located in each town office for reference purposes.

Everyone received the last meeting's minutes and an agenda in the mail.

Bill Plumpton quickly reviewed where we were in the study process, and the items to be completed in the short term.

Agenda Item #2: Feedback on Public Meeting

Bill Plumpton asked for feedback on the recent public meeting:

- 1. Sandi Duchesne received 3 phone calls afterwards
- 2. Ray Faucher thought the meeting had gone well and that no new issues had arisen
- 3. Bill mentioned that MDOT had only received one set of comments from Janet Henry that would be considered.

Agenda Item #3: Traffic Forecasts

Mike Morgan from the Bureau of Planning presented information on how the traffic forecasts had been developed. (A handout accompanied his presentation)

- o Forecasts came from the East/West Highway Study with a study team including the Maine State Planning Office, the Maine Department of Transportation, and RKG Associates
- o Sub Consultants for the East/West Highway Study included: Standards & Poors DRI, Davidson Peterson Associates, Charles S. Colgan, Kevin Hooper Associates, Vanasse Hangen Brustlin, Inc., Wilbur Smith Associates and Roger Mallar Associates
- o Travel forecasts {for the East /West Highway Study and the current study} were estimated using a modified Maine Statewide Travel Demand Model.
- o Corridor "B" assignments and forecasts from the East/West Highway Study are the basis for the traffic projections for the I-395/ Route 9 Study.
- o Corridor "B" traffic assignments include travel time savings {for the East/West Highway Study and the current study} from potential improvements to Routes 9, 46, 1A and 2 including: 2 lane upgrade, 37 miles of reconstruction and 15 miles of widening.
- o Corridor "B" traffic assignments also include travel time savings for the East/West Highway Study from potential improvements to travel through the following areas: Calais/St.Stephens International Border Crossing, I-395/Rt.9 area, Skowhegan.

Several technical reports are available through MDOT or at the web address: www.state.me.us/mdot/ewhiway/homepage.htm

A comparison was shown at seven locations between the traffic forecasts from the Statewide travel Demand Model and historical traffic growth. (See handout).

Rick Bronson commented that he thought that the traffic projections for the East/West Highway study were low. There were no other comments.

Agenda Item #4: Identification of Natural and Social Features

Bill went on to present new features information. (See map)

- o Farmland- there is new information specifically in the Hancock area, with data from 1998. The land was studied through field observations, with boundaries drawn from conservation maps, and it is regulated under the Federal Farmland Protection Act.
- o Unofficial zoning, a good indicator of future land use
- o Community facilities and services- publicly owned, but not true public property- there are no known true public properties
- o Private property- All properties are outlined on map with a little work still to be done in Hancock County

Bill stated that this information completes the feature information that would be presented to the PAC prior to the formation of a reasonable range of alternatives.

There was a discussion of non-attainment areas. EPA is charged with keeping track of various pollutants (ozone, CO2, etc.), which it does through pollution thresholds. A non-attainment area goes above the threshold in one or more pollutants. There are no non-attainment areas within the I-395 study area.

Richard Bostwick mentioned that a parcel in the Felts Brook area might be a wetland compensation site. Bill suggested the study team check on that.

Agenda Item #5: Preliminary Alternatives Identification and Development

Bill went on to prepare the PAC for developing corridors. (A handout accompanied his presentation.) He reminded everyone of the critical elements list, which must be consulted if the PAC has to fall back on a less-than-optimal transportation solution. He added that studies very rarely end with the no-build option, but that it has to be considered along with other corridor.

On the composite maps laid out for each group working on corridors, the dark red represented areas protected by specific legislation, the blue represented important areas but ones not protected by specific legislation, and the green represented other areas. Most of the green areas were forest or open land. Some point features were shown in pink; these were predominately wells or areas of potential hazardous waste.

The PAC was given the goal to create 1000-ft wide corridors that satisfy the needs and purpose of the study, connecting logical termini with the least adverse environmental impacts.

Each group was given a set of transparent corridor templates top develop proposed corridors. They were told this would not be the last chance to design corridors and that a professional team would take their designs, put them in CAD software, and bring them back at the next meeting.

Susanna stated the process rules. This is brainstorming, so:

- 1. No judgement.
- 2. After a certain amount of time, one representative from each group would report back to everyone on that group's proposed corridors.

Agenda Item #7: Questions from the Public

Public comment time was held while the PAC members were identifying preliminary alternatives in small groups.

Janet Henry from Holden summarized from a written statement submitted to the DOT:

- 1. Scoping definition- scoping means environmental to me. I think the public should also be given the chance to list environmental concerns. You could do this through the web page.
- 2. I'm concerned that quality of life issues are not being addressed. We should have a chance to create mitigation measures for what communities think might impact their quality of life.
- 3. I'd like to see MDOT consider one directional alignment. This minimizes the effect of a 200-foot wide corridor.

Steve Barkin from Mann Hill Road in Holden noted that in the DOT's regression analysis for each location, only a few data points were used. He questioned how it would be possible to know that the line would continue along the same slope. Mike Morgan explained that the regression projections are not being used in this study; They are just being compared with the statewide travel demand model traffic projections.

Greg Davies from Holden asked if the study is part of the continued east west highway and why the DOT couldn't look at something smaller than a divided highway. Ray responded that other sections of road are being looked at in other studies and that no one had settled on a divided highway.

Barbara Tennen from Holden said she wonders why the study doesn't focus on the 11,000 cars on Route 1A heading towards Ellsworth and she also questioned why the study seems to be moving so quickly. Fred Michaud responded that other studies are focusing on Route 1A and that this study is separated out because of the truck traffic in

Holden. He also said that a mass transit study is moving at a faster pace and he would be happy to send Barbara a copy of the Department's Six Year Plan.

John Bryant from Holden asked if all alternatives would have to fit within the 18 million dollar budget. Ray answered that additional funds could probably be secured if necessary, but he also said that the study team wouldn't look at money until later in the process.

Ray and Fred went on to talk briefly about mass transit and the movement for alternative transport tied to Bangor International Airport, especially with regard to the tourist industry.

John Bryant asked what chance there would be to veto something going through Holden with only two Holden citizens out of eighteen on the PAC. Ray said that there would also be public meetings and that the PAC should be passing along any public feedback as the process moves forward.

Agenda Item #5, Continued: Presentations from the workgroups:

These presentations will be distributed at the next PAC meeting when they have been converted to digital form.

Agenda Item #6: Next Steps and Activities

The study team announced they would take the PAC's drawings and place them in digital maps with the centerlines falling within the 1000-foot corridors.

Bill made clear that it is never too late to add alternatives to the range of alternatives considered.

The next meeting was scheduled for June 27th, at the Holbrook school. Sandi will not be able to attend.

I-395 – Route 9 Transportation Study Alternatives Identification and Evaluation

February 2001

Purpose and Needs

The purpose and need define what can be considered reasonable, prudent, and practicable alternatives. The decision-making process should first consider those alternatives that meet the purpose and need for the project, at an acceptable cost and level of environmental impact relative to the benefits that will be derived from the project.

Practicable – Available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purpose.

Alternatives Identification and Evaluation

Identifying and studying alternatives in response to project need(s) is the key to the NEPA process' objective of finding solutions that help preserve and protect the value of environmental and community resources.

Evaluation of alternatives should present the project needs and all the alternatives in comparative form, to define the issues and provide a clear basis for choice among the alternatives. The regulations implementing NEPA require that agencies shall:

- (a) Rigorously explore and objectively evaluate all reasonable alternatives and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated.
- (b) Devote substantial treatment to each alternative considered in detail including the proposed action so that reviewers may evaluate their comparative merits.
- (c) Include reasonable alternatives not within the jurisdiction of the lead agency.
- (d) Include the alternative of no action.
- (e) Identify the agency's preferred alternative or alternatives, if one or more exists, in the draft statement and identify such alternative in the final statement unless another law prohibits the expression of such a preference.
- (f) Include appropriate mitigation measures not already included in the proposed action or alternatives.

-- 40 CFR 1502.14

Range of Reasonable Alternatives

All reasonable alternatives should be discussed at a comparable level of detail.

Although the "no-build alternative" (includes short-term minor activities, like safety upgrading and maintenance projects) might not seem reasonable, it must always be included in the analysis. It serves two purposes: 1) it may be a reasonable alternative, especially for situations where the impacts are great and the need is relatively minor, and 2) the no-build serves as a baseline against which the other alternatives can be compared.

Logical Termini and Segmentation

The FHWA regulations on evaluating environmental impacts (23 CFR 771.111(f)) require that:

In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated in each environmental impact statement (EIS) or finding of no significant impact (FONSI) shall:

- 1. Connect logical termini and be of sufficient length to address environmental matters on a broad scope;
- 2. Have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and
- 3. Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The development of a transportation project should consider how the end points are determined, both for the improvement itself and for the scope of the environmental analysis. In developing an alternative, need to consider a single and complete project.

Logical termini for project development are defined as (1) rational end points for a transportation improvement, and (2) rational end points for a review of the environmental impacts.

Alternatives should satisfy the project needs and should be considered in the context of the local area socioeconomics and topography, the future travel demand, and other infrastructure improvements in the area.

Without framing a project in this way, proposed improvements may miss the mark by only peripherally satisfying the need or by causing unexpected side effects which require additional corrective action. A problem of "segmentation" may also occur where a transportation need extends throughout an entire corridor but environmental issues and transportation need are inappropriately discussed for only a segment of the corridor.

Other Requirements Involving Alternatives Analysis

Beyond the CEQ regulations requirement of evaluating a reasonable range of alternatives, there are other more action-limiting requirements for alternatives under Section 4(f), the Executive Orders on Wetlands and Floodplains, and the Section 404(b)(1) guidelines. To address these requirements and conclusively demonstrate that some alternatives are not prudent or practicable, a well justified purpose and need are vital.

The use of land from a Section 4(f) protected property (significant publicly owned public park, recreation area or wildlife and waterfowl refuge, or any significant historic site) will not be approved unless a determination is made that there is no feasible and prudent alternative to the use.

There are numerous factors, which could render an alternative "not prudent" because of unique problems, including cost, and environmental impacts. If an alternative does not meet the project's purpose or satisfy the needs then the alternative is not prudent provided the purpose and need section can substantiate that unique problems will be caused by not building the project.

If a proposed action is to be located in a wetland or it entails a floodplain encroachment with significant impacts, a finding must be made that there is no practicable alternative to the wetland take or floodplain encroachment. Any alternative, which does not meet the need for the project, is not practicable.

If the project's purpose and need are not adequately addressed, specifically delineated and properly justified, resource agencies, interest groups, the public or others will be able to generate one or possibly several alternatives which avoid or limit the impact and "appear" practicable. Sometimes long, drawn out negotiations or additional analyses are needed to clearly demonstrate that an alternative is not practicable, where a well-described justification of the project's purpose and need would have clearly established it.

If an alternative does not satisfy the purpose and need for the project, as a rule, it should not be included in the analysis as an apparent reasonable alternative.

There are times when an alternative that is not reasonable is included based on the request of another agency or due to public expectation. In such cases, it should be clearly explained why the alternative is not reasonable (or prudent or practicable), why it is being analyzed in detail and that because it is not reasonable that it will not be selected.

Alternatives Screening Process

The alternative analysis should be able to give a clear indication of WHY the particular range of alternatives were developed, through what process, with what kind of public and agency input.

Just as important is examining why alternatives have been eliminated from consideration during the NEPA process (through the use of what criteria, at what point in the process, and what parties

were involved in establishing the criteria for assessing alternatives and measures of effectiveness).

It is important to be candid about the rationale for generating, evaluating, and eliminating alternatives. Being as specific as possible is essential - if an alternative is eliminated from further consideration because it "does not meet the purpose and need", there should be adequate explanation of *how* or *why* it doesn't meet the purpose and need.

MDOT uses series of three matrices to comparatively evaluate alternatives.

Range of Reasonable Alternatives to be Considered

No build – fully developed for the year 2030.

Strategies

Transportation System Management – activities that maximize the efficiency of existing system: fringe parking, ridesharing, HOV lanes, and traffic signal timing optimization. Most effective in urban areas.

Travel Demand Management – actions whose purpose is to reduce traffic problems through improved management of vehicle trip demand. Primarily directed at commuter travel, structured to reduce dependence on SOVs, alter the timing of travel, or somehow otherwise maximize the movement of people.

Upgrade Alternative

Corridors & Alternatives on New Alignment

Alternative Performance Criteria

- must address purpose and needs
- 300-meter wide corridors (100 foot r/w)
- limited or controlled access

I-395 Route 9 Transportation Study

Historical traffic volumes and traffic projections

PAC Meeting – May 2, 2001

TRAFFIC FORECASTS

• How were the traffic forecasts developed?

• How do the traffic forecasts from the Statewide Travel Demand Model compare with historical traffic growth?

Where do the traffic forecasts come from?

The traffic assignments and growth projections are from the East / West Highway Study that was completed in Sept., 1999

- In 1997 the Legislature directed the Department to study the costs, benefits and social and environmental impacts of a East / West Highway through the State of Maine
- A study team was selected to conduct this study with a broad range expertise.

The East / West Highway Study Team included:

- Maine State Planning Office
- Maine Department of Transportation

• RKG Associates – Overall project management and economic research

Study Sub Consultant Team

- Standards & Poors DRI Regional and international freight movement, commodity forecasts, and Canadian market forecasts.
- Davidson Peterson Associates, Inc. Tourism market research and impact assessment.
- Charles S. Colgan, Ph.D. Economic forecasts and impact analysis, and US/Canadian trade issues.
- Kevin Hooper Associates Traffic forecasts / traffic modeling using the modified Statewide Travel Demand Model

Study Sub Consultant Team (Cont.)

- Vanasse Hangen Brustlin Inc. –
 Transportation infrastructure assessment
- Wilbur Smith Associates Toll financing analysis
- Roger Mallar Associates Study advisor

East / West Highway Study Technical Reports

- A Technical Report On An East-West Highway in Maine
- Maine East-West Highway; Assessment of Toll Financing Feasibility
- Maine East-West Highway Economic Impact Analysis, Phase I Technical Report, Baseline Conditions
- Maine East-West Highway Economic Impact Analysis, Phase II Technical Report, Survey Research and Community Forecasts
- Maine East-West Highway Economic Impact Analysis, Phase III Technical Report, Economic Impacts
- Maine East-West Highway Economic Impact Analysis, Phase IV Technical Report, Case Study Analysis and Real Estate Impacts
- www.state.me.us/mdot/ewhiway/homepage.htm

Traffic assignments and growth projections

- Kevin Hooper Associates Used a modified Maine Statewide Travel Demand Model to develop the traffic forecasts and assignments.
- The Maine Statewide travel demand model was modified to include interprovincial trips, cross border trips, and intrastate trips.
- Corridor "B" Assignments & Forecasts from the East/West Study are the basis for the traffic projections for the I-395 Route 9 Study.

Corridor "B' Assignments and Forecasts include the traffic impacts from:

- Travel Time Savings from potential improvements to Route 9, Route 46, Route 1A and Route 2:
 - 2 lane upgrade
 - 37 miles reconstruction
 - 15 miles widening
- Travel time savings from potential improvements to travel through the following areas:
 - Calais / St. Stephens Area International Border Crossing Study
 - I-395 Route 9 Transportation Study
 - Skowhegan Transportation Study
- Refer to handout "A Technical Report On An East-West Highway in Maine" Pages 25 to 29.

Corridor "B" – East / West Highway

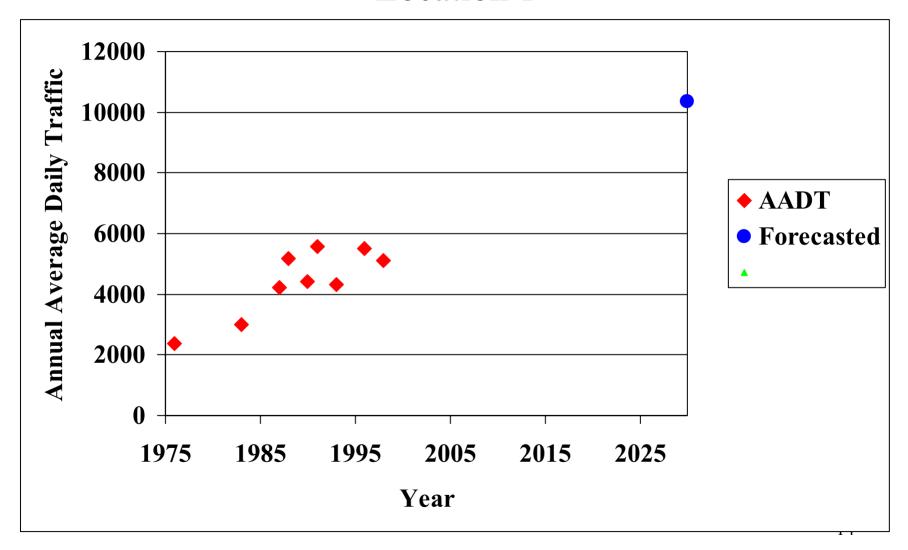
- Beginning at the Maine/New Brunswick border proceeding westward along Route 9 to Route 46 in East Eddington.
- The corridor continues southerly along Route 46 to Route 1A in East Holden, then westerly along Route 1A to I-395 in Brewer, connecting with I-95 at or near Bangor.
- It continues southwesterly along existing I-95 leaving I-95 in Newport.
- From this point, it continues westerly along Route 2 to the Maine/New Hampshire border at Gilead.

How do the traffic forecasts from the Statewide Travel Demand Model compare with historical traffic growth?

Location 6	Location 1
Rte. 9	Rte. 9
	Location 2
Location 3	Location 4
Rte 1A	Rte. 1A
	Location 5
	Rte 46

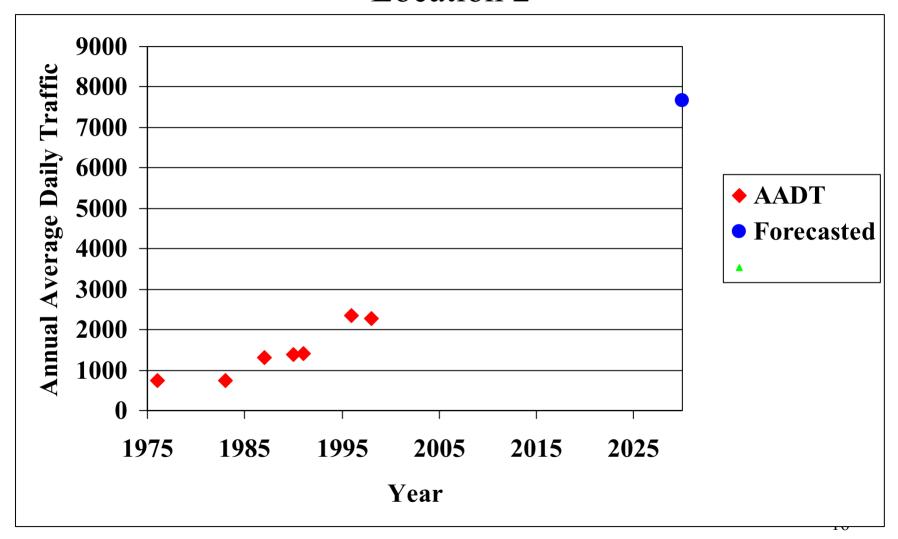
Location '	1					
Eddington	ı - SR 9					
		1998 Minus	Annual			
Year	AADT	Historical	Num. Growth			
1976	2383	2717	124	2.42%		
1983	3015	2085	139	2.73%		
1987	4220	880	80	1.57%		
1988	5190	-90	- 9	-0.18%		
1990	4420	680	85	1.67%		
1991	5560	-460	-66	-1.29%		
1993	4320	780	156	3.06%		
1996	5500	-400	-200	-3.92%	Projected	
1998	5100				Year	
Regression	n Histor	ical Traffic Vo	olumes:		2030	
1976 to 19	98		147	2.88%	9804	
1988 to 1998			47	0.92%	6604	
1993 to 1998			232	4.55%	12524	
Model:						
2030 10040		4940	154	3.03%	10040	
AADT - Annual Average Daily Traffic						

Eddington – Rte. 9 (E/O Rte.46) Location 1



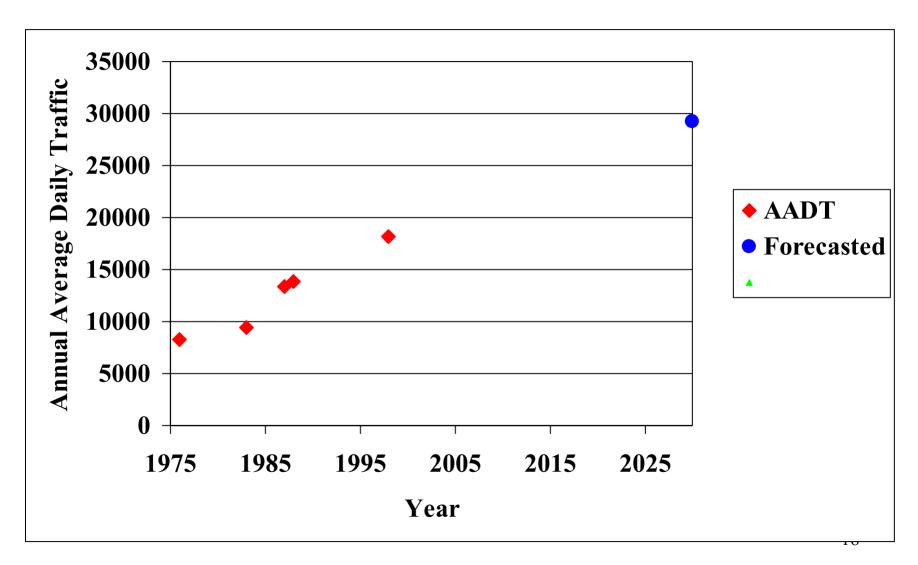
Location 2	2				
Eddington - (SR 46 S/O SR 9)					
		1998 Minus	Annual		
Year	AADT	Historical	Num. Growth		
1976	738	1532	70	3.07%	
1983	730	1540	103	4.52%	
1987	1310	960	87	3.84%	
1990	1380	890	111	4.90%	
1991	1410	860	123	5.41%	
1996	2340	-70	-35	-1.54%	Projected
1998	2270				Year
Regression Historical Traffic V		ical Traffic Vo	olumes:		2030
1976 to 19	98		79	3.48%	4798
1988 to 19	98		108	4.76%	5726
1993 to 1998			135	5.95%	6590
Model:					
2030	7670	5400	169	7.43%	7670
AADT - An	nual Av	erage Daily 7	Traffic		15

Eddington – Rte. 46 (S/O Rte.9) Location 2



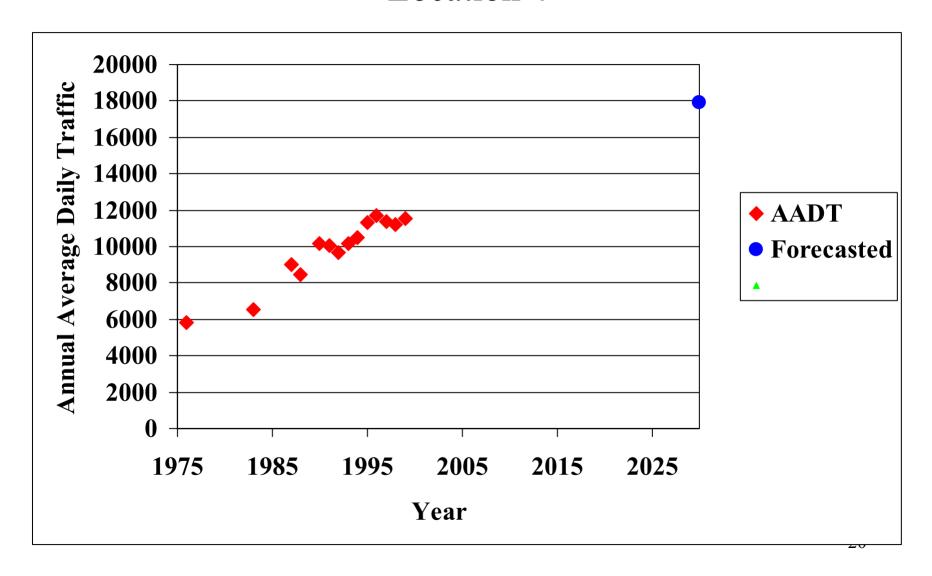
Location 3	3					
Holden - (US 1A	@ Brewer T	L			
		1998 Minus	Annual			
Year	AADT	Historical	Num. Growth			
1976	8227	9913	451	2.48%		
1983	9455	8685	579	3.19%		
1987	13360	4780	435	2.40%		
1988	13880	4260	426	2.35%	Projected	
1998	18140				Year	
Regression	n Histor	ical Traffic Vo	olumes:		2030	
1976 to 19	98		478	2.64%	33436	
1987 to 19	98		589	3.25%	36988	
1993 to 1998				0.00%		
Model:						
2030	29190	11050	345	1.90%	29190	
AADT - Annual Average Daily Traffic						

Rte. 1A (Brewer-Holden T.L.) Location 3



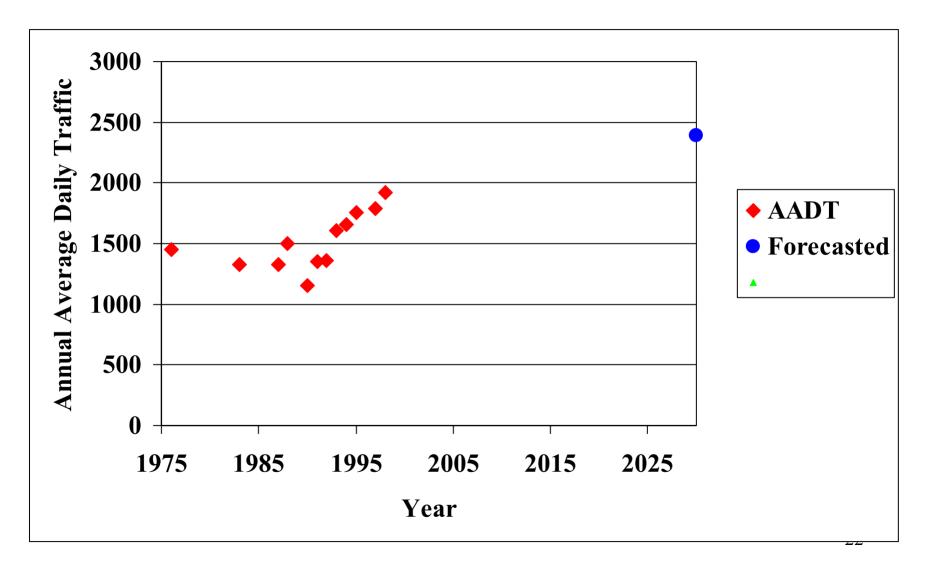
Location 4	4					
Holden - F	Route 1					
		1998 Minus	Annual			
Year	AADT	Historical	Num. Growth			
1976	5817	5403	246	2.19%		
1983	6520	4700	313	2.79%		
1987	9010	2210	201	1.79%		
1988	8440	2780	278	2.48%		
1990	10154	1066	133	1.19%		
1991	10071	1149	164	1.46%		
1992	9670	1550	258	2.30%		
1993	10140	1080	216	1.93%		
1994	10520	700	175	1.56%		
1995	11341	-121	-40	-0.36%		
1996	11714	-494	-247	-2.20%		
1997	11363	-143	-143	-1.27%		
1998	11220				Projected	
1999	11536				Year	
Regression	n Histor	ical Traffic Vo	olumes:		2030	
1976 to 19	98		287	2.56%	20404	
1988 to 1998			277	2.47%	20084	
1993 to 1998			-71	-0.63%	8948	
1990 to 1999			209	1.86%	18015	
Model:						
2030	17910	6690	209	1.86%	17910	
AADT - Annual Average Daily Traffic						

Holden - Rte. 1A (E/O Rte.46) Location 4



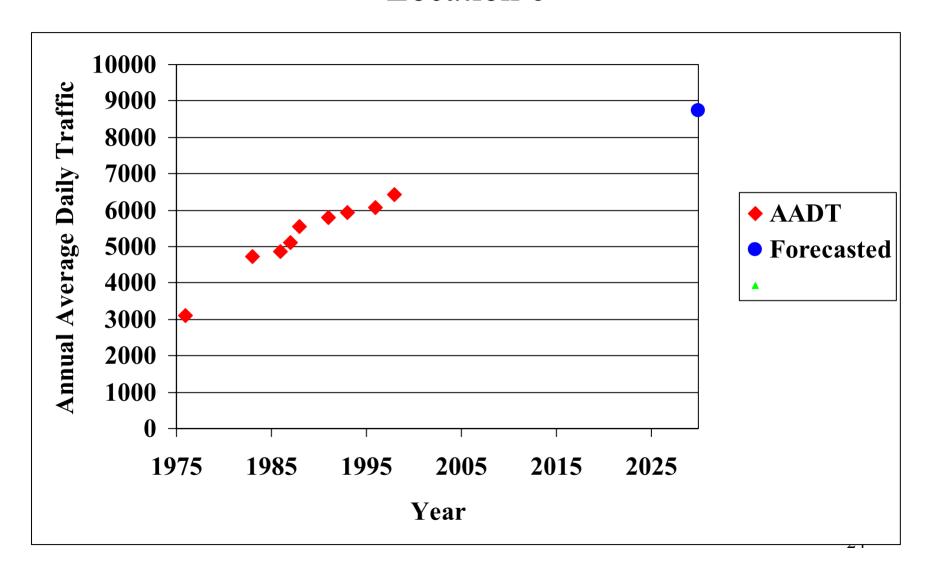
Location 5	5				
Holden -R	oute 40	6 (S/O Route	1A)		
		1998 Minus	Annual		
Year	AADT	Historical	Num. Growth		
1976	1451	469	21	1.11%	
1983	1325	595	40	2.07%	
1987	1330	590	54	2.79%	
1988	1500	420	42	2.19%	
1990	1150	770	96	5.01%	
1991	1354	4.21%			
1992	1364	4.83%			
1993	1605	315	63	3.28%	
1994	1660	260	65	3.39%	
1995	1755	165	55	2.86%	
1997	1790	130	130	6.77%	Projected
1998	1920				Year
Regression	n Histor	ical Traffic Vo	olumes:		2030
1976 to 19	98		22	1.15%	2624
1988 to 19	98		62	3.23%	3904
1993 to 19	98		54	2.81%	3648
Model:					
2030	2390	470	15	0.76%	2390
AADT - An	nual Av	erage Daily 7	raffic		21

Holden – Route 46 (S/O Route 1A) Location 5

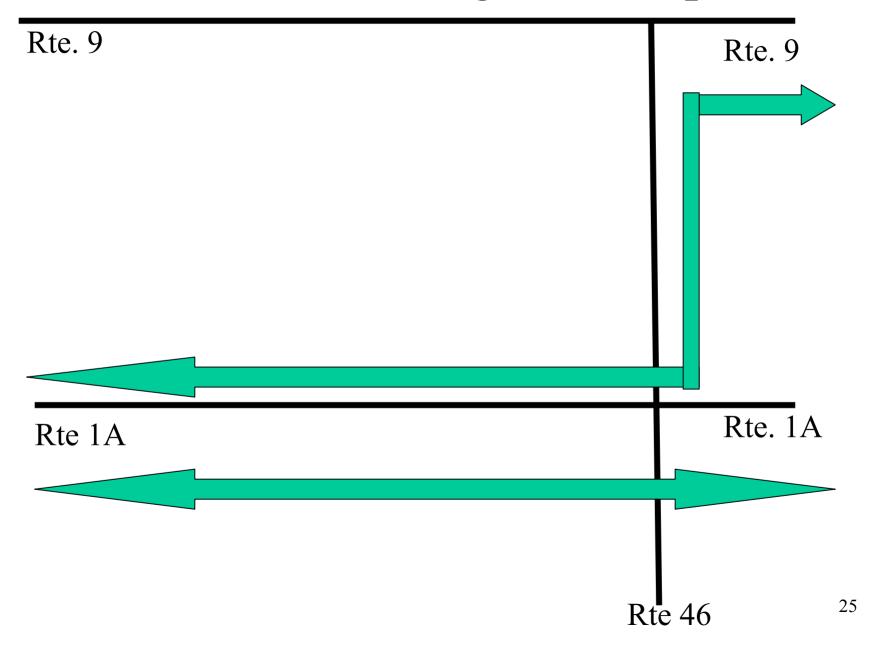


Location (6				
Eddington	ı - SR 9	E/O IR 4008	3		
		1998 Minus	Annual		
Year	AADT	Historical	Num. Growth		
1976	3112	3328	151	2.35%	
1983	4730	1710	114	1.77%	
1986	4870	1570	131	2.03%	
1987	5120	1320	120	1.86%	
1988	5540	900	90	1.40%	
1991	5790	650	93	1.44%	
1993	5930	510	102	1.58%	
1996	6080	360	180	2.80%	Projected
1998	6440				Year
Regression	n Histor	ical Traffic Vo	olumes:		2030
1976 to 19	98		143	2.22%	11016
1988 to 19	98		83	1.29%	9096
1993 to 19	98		97	1.51%	9544
Model:					
2030	8730	2290	72	1.11%	8730
AADT - An	nual Av	erage Daily	Traffic		

Eddington – SR 9 (E/O Rte. 178) Location 6



Corridors where growth expected



Any Questions?



Maine Department of Transportation I-395 / Route 9 Transportation Study

June 27, 2001

Public Advisory Committee Meeting



Contact Susanna Liller at 1-800-370-2458, extension 112 *Meeting Minutes*

Wednesday, June 27 7:00-9:00 pm PAC Meeting #7

Public Advisory Committee (PAC):

Allan Bromley
Rick Bronson
Joan Brooks
Rodney Buswell
Ellen Campbell
Manley DeBeck, Jr.
Keith Guttormsen

Ed Harrow Linda Johns Stan Moses Melody Knadler Gerry Palmer Charles Plummer Roger Raymond

Jim Ring
Al Skolfield

Not in attendance:

Sandi Duchesne Scott A. Leach

Study Team:

John Derr Mari Costanzo Raymond Faucher Peter Kleskovic Susanna Liller Jim Linker Fred Michaud William Plumpton

Not in Attendance

Andrew Bickmore
Terry Blair, Sr.
Bill Coombs
Dale Doughty
Phillip A. Dunn
Bill Leet
Jim Linker
Dale Mayo

Mike Morgan

Susanna Liller introduced herself and thanked everyone for coming.

Bill Plumpton outlined the goal of the meeting, which was to review the 45 alternatives suggested be developed by the PAC at the May 2nd meeting and begin the preliminary screening process. Bill reminded the PAC of the result of the study: to identify the single alternative that best satisfies the transportation needs in the I-395 study area, satisfies the

purpose of the study, has the least overall adverse impact on human and environmental resources, at a cost that MDOT and FHWA can afford.

Bill began reviewing the range of alternatives suggested by the PAC by pointing out four observations the Study Team had immediately recognized.

- 1. All of the alternatives fit within the conceptual study area boundary.
- 2. Once assembled, the alternatives that the PAC suggested resulted in three broad concepts or families: a north/south route connecting I-395 to Rte. 9, alternatives that parallel Rte. 1A on both sides and to the east of Rte. 46 and alternatives with a more east/west direction connecting I-395 with Rte. 9 in the vicinity of East Eddington.
- 3. The family of east/west routes all fell within approximately 1500 feet of each other in the central portion of the study area. This gave the Study Team an opportunity to take the suggested alternatives and focus the development of eastern and western halves.
- 4. The alternatives that were suggested that parallel Rte. 46 were also similar enough to allow the Study Team to create a wider corridor to accommodate them all as another single option.

Bill explained that the Study Team divided all 45 alternatives into four families-families one, two, three and four- each representing a different theme. The bulk of the alternatives (36 out of 45) are within family three.

Bill added that the no-build alternative would be considered as a reasonable alternative. He added that there is always the opportunity to come up with a new alternative that could satisfy the study purpose and needs.

John Derr distributed a handout entitled "Summary of the Potential Impacts and Feasibility of the Range of Reasonable Alternatives" dated June 2001. This handout contained:

- 1. A written summary of the potential impacts and feasibility of the range of reasonable alternatives including a table showing MDOT's design criteria for freeway.
- 2. A map showing the range of reasonable alternatives developed to date.
- 3. A tabular summary of the preliminary impacts and feasibility of the range of reasonable alternatives and segments comprising Alternative 3.

John also handed out and reviewed a typical cross section for Alternative 1, the upgrade alternative, and a typical cross section for the alternatives on new alignment.

The criteria for generating alignments are based on standard MDOT requirements for freeway design. There is some flexibility in later design stages when trying to avoid and minimize impacts to features and property, but the Study Team always starts by using standard design criteria. This also gives the Study Team a standard by which to compare

all alternatives. Design exceptions, or exceptions from standard design criteria to minimize impacts, would be considered during final design.

John explained that the criteria were met in part by having the PAC use the curved transparent templates in developing the corridors for consideration. These templates already meet the criteria for a freeway design. Also, the Study Team did its best to avoid impacts to natural resources and people, by adjusting the corridors that were suggested by the PAC at the previous meeting, where necessary and possible.

Bill reviewed the framework of the matrix used for comparing alternatives at this preliminary stage developed, in part, by the Army Corps of Engineers (ACOE); the matrix is based on a simple methodology used by the Corps of Engineers to consider the ultimate permitting requirements for impacts to wetlands and waterways in the planning stages. To begin with, an alternative should satisfy the purpose and meet the needs of the study. At this time, only the no-build alternative does not do that. The upgrade alternative, that is required to be evaluated as part of the process, is different from no-build in that it includes improvements beyond the normal maintenance expected between now and the design year of 2030. The upgrade alternative looks at widening Rte. 1A and Rte. 46.

The framework of the matrix developed to facilitate the comparison and preliminary screening of alternatives includes space for data on wetlands, land use, cultural resources, overall engineering feasibility, and other items. The earthwork numbers refer to the material that would have to be excavated and the space that would need to be filled (with excavated material) as a net gain or a net loss of earth. The grades refer to road slopes and these average between one and two percent. All of the alternatives meet the necessary criteria from an engineering perspective.

The land use category includes an "other land" column; this column includes primarily existing bridges, roads, pipelines, easements, etc. The proposed bridges are located at perennial streams, roadways and the railroad. Some of the bridges go under roads, rather than over, in an effort to minimize impacts and disturbance. The land use numbers do not include any areas for mitigation of natural resource impacts, borrow areas for fill material, construction staging or stockpiling materials. These areas would be identified later in the study process or during final design.

Discussion on first look at matrices:

- Ellen Campbell pointed out that the deepest cut, around the Mann Hill area, could be as much as 68 feet.
- John explained that the areas sited in the calculation of impacts provide for proposed paved travel lanes, paved shoulders, and the necessary slope work to match existing ground. They also include an added 20 meters on each side to accommodate areas for drainage structures, stormwater management, erosion and sedimentation control and other items that are typically developed during final design.

- Ed Harrow speculated that none of the alternatives present anything unusual from an engineering perspective, although family four includes steep topography and more substantial excavation and filling of material.
- Ray agreed with Ed's speculation, but added that highway costs are up so that
 a chosen alternative could potentially be very expensive, especially when
 earthwork is considered.
- John explained that the Study Team tried to balance cuts and fills through whole alignments, so that the net result would be a project that would have very little surplus material or the need for very little borrow material to construct the project.
- Bill clarified that the slopes for the alignments are at a maximum of a three percent grade for now. Route 46 has higher grades, but MDOT likes to start from a more optimal standpoint.
- Stan Moses commented that the matrices do not give a sense of impacts on any nearby routes. Bill agreed but said that would be easier to look at when some of the 45 alternatives had been eliminated.

Bill and John began a review of all of the alternatives. Ray clarified that the resource agencies may bring back an alternative even if the Study Team suggests that it be eliminated from further consideration. The regulatory and resource agencies may also suggest alternatives or variations or modifications of these alternatives for consideration.

Alternative 1: This alternative must be studied, but is not an ideal solution for satisfying the purpose and needs of the study. It would require approximately 19 residential displacements, result in impacts to the front of the Holbrook school property, and a lower-than-optimal design speed.

- The 16 roadway crossings include culverts, bridges, etc.
- Residential impact means full displacement of a home
- The center line for this upgrade alternative is currently the same as the existing center line
- The fifth lane on Rte. 1A is currently proposed as a turning lane for traffic traveling in both directions

Ray Faucher suggested revising Alternative 1 to eliminate the center turn lane to improve safety. Alternative 1 will be revised and discussed at the next meeting.

Family Two: Alternative 2C is physically more intrusive than 2A and 2B. Alternative 2A has several more residential impacts than Alternatives 2B and 2C. It was suggested and the PAC agreed to move forward with only Alternative 2B.

Family Four: Alternative 4D would be very expensive and could seriously impact water quality and quantity. Alternative 4A would require the greatest improvements on Rte. 1A resulting in substantial impacts to the business community. Alternative 4C has more

residential displacements and a greater wetland impact than Alternative 4B. It was suggested and the PAC agreed to move forward with only Alternative 4B.

Family Three, Subsets A-F: Section 3B has a large impact on waters of the US, specifically wetlands. Section 3F is the longest component and would require the most earthwork. Sections 3C and 3D have higher residential displacements than 3A and 3E. Section 3A is more intrusive than 3E, but moving the alignment slightly could potentially solve that. It was suggested and the PAC agreed to move forward with Sections 3A and 3E.

Family Three, Subsets G-K: Sections 3G and 3H have higher wetland impacts than 3I and 3J while having no greater benefits. Section 3J results in more displacements than 3I. Section 3K cannot be compared to any of the others. It was suggested and the PAC agreed to move forward with Sections 3I and 3K. Allan Bromley also made the point that a section of roadway could be designed similar to Section 3K to connect Alternative 2C to Route 9 in the vicinity of East Eddington, although 2C was eliminated. It was agreed that the Study Team would look at this option as well as the option of connecting Section 3K with Alternative 2B and this would discussed at the next meeting.

Public Comment:

Verne Olson from Rte. 1A in Holden suggested there would be less traffic impact if an alternative was chosen that moves along Rte. 1A. That would also keep cars near local businesses.

Judy Sullivan from Rte. 9 in Eddington questioned why the PAC is not looking more at the impacts on Rte. 9 such as the impact to the school there under Alternative 2A. She suggested that the PAC is not considering the impacts to the people on Rte. 9 as seriously as they are considering the impacts on other people. She also wondered if the impacts to houses across the road were being considered. Ray responded that those impacts would be considered later in the process.

Jim Linker from the Federal Highway Administration (FHWA) suggested incorporating such impacts for presentation at the next PAC meeting. The Study Team agreed.

Terry Pangburn from Holden asked if the economic impact is as critical as the impact on wetlands. He said he would like to see MDOT continue up Rte. 1A and simply move the school parking lot if necessary.

Bengi Grant in Holden asked when the road is built if it would become a federal highway and part of the interstate system. Ray responded that it is already a federal highway and therefore gets federal funds. It would not become part of the interstate system.

Brad Hock from Eddington asked what impact cost would have over other considerations. Ray responded that cost is a consideration in that alternative must fall

within a feasible budget. There is room to add a few million if necessary, but any more than that would require a very compelling reason.

Verne Olson commented that given cost issues, wouldn't it make more sense to stay on an existing route?

Ralph McCloud, a selectman from Holden gave his support for joining Alternatives 2C and 2K. He suggested it would get trucks through the area more quickly.

Sharon Byres from Holden commented that it looks like the group is on its way to building an east/west highway. She stated her disapproval by pointing out that people who pay taxes but do not have children (who use the schools) would be forced out in this area. She concluded that the town would therefore lose revenue.

Jeff Sandford from Eaton Ridge in Holden asked if there is any intention to add interchanges between the two endpoints of each of the alternatives. Ray responded that the current plan is to have interchanges only at routed highways, if at all.

Robert from Holden asked if there would be an interchange with Alternative 4B that would allow people going to Bar Harbor to bypass Rte. 1A. Ray responded that there would probably be one interchange at the most appropriate place.

Diggy Wilgate from Eddington asked about moving truck traffic versus all traffic. Bill responded that the Study Team is looking at the total traffic stream.

Jack Healy from Holden asked if Mr. McCloud's comments were his own or if they represented the Town of Holden. Mr. McCloud responded that they were his own.

Jeff Sanford from Eaton Ridge commented that he hopes the PAC is looking at the regional situation so that time and money aren't wasted.

Terry Pangorn from Holden suggested that extending Rte. 1A and then making it a fourlane highway that picks up to Rte. 46 would accomplish traffic improvement a good part of the way from Bangor to Bar Harbor.

Steve Conan from Holden supported the comment that he hopes a regional solution is being considered.

Levi Ross from Eaton Ridge in Holden commented that with an interchange, trucks would continue to go up Main Street in Brewer. He said this would make the financial investment a loss.

Ellen Campbell, representing Holden on the PAC clarified that one of the PAC's concerns is the commercial activity on Rte. 1A. She pointed out that economic development has slowed because of uncertainty about where a road may be built.

Curt Bevis from Holden wanted to know who is in charge of keeping track of the larger picture.

Fred Michaud from the DOT responded that the Study Team is studying the big picture. He said that concurrent studies of different areas are being incorporated into the process. He also mentioned that the public transit studies from Bangor to Ellsworth are particularly worth looking at.

Benji Grant asked if there would be any development on a new road if such a road is built rather than a continuation along Rte. 1A or Rte. 46. Ray said there would be none allowed. Any road built would be limited access.

Mike Walk from Holden asked if the DOT plans to limit access and provide frontage roads for the alignments in Families Three and Four. Ray said it would depend on the frontage roads. The DOT might try to limit or combine some of the access points in the long run. The cost and relocation numbers do not consider that at the moment.

Susanna thanked everyone for coming and reminded everyone that the next meeting is scheduled for July 18.

				pose Need:				I	Physica	al and E	Biologica	al Envir	onment						
		Saish	Salisy (Sestinose	NWI & L. Descho	Munity Color	(acres) (sols	Mater Coopies (1880)	Chapter (187)	Habital Miles	Aquies: S.	3 & / &	Poop, Poop,	Community W	Active E.	Prime Fare	Familian Solls	Some Some Some Some Some Some Some Some	TRANSPORTATIO)	V
	No-build	no	no															1-395 9	\
ļ	1	yes	yes	30.3	0.0	3	5/0	43.1	0.0	165.0	0.0	1.5	0	14.4	54.7	0		1-030	\Rightarrow
ļ	2A	yes	yes	26.2	6.1	6	3/2	64.8	4.4	104.4	0.0	10.6	0	25.6	30.0	0			
-	2B	yes	yes	27.8	3.2	5	6/2	92.5	0.0	120.0	0.0	10.5	0	17.1	23.3	0			
ŀ	2C	yes	yes	29.7	5.1	5	5/2	96.3	0.0	141.7	0.0	14.8	0	30.5	30.7	0			
-	3AG	yes	yes	76.2	0.7	10	10/2	188.1	8.6	215.4	0.0	14.3	0	7.1	8.7	0		STUDY	
-	3AH	yes	yes	95.8	5.4	14	11/2	179.8	7.3	201.7	0.0	14.0	0	3.4	12.8	0		SIUDI	
ŀ	3AI	yes	yes	43.0	0.7	3	5/2	141.3	2.9	156.3	0.0	10.3	0	5.9	10.5	0			
-	3AJK	yes	yes	36.3 50.3	0.6	4	5/2 7/2	133.2	4.9	160.8 200.1	0.0	11.0	0	4.0 7.5	10.5	0			
	3AIK	VAS	VAS	503	I () /	1 3	1 1/2	1 180 2	1 29	1 200.1	I ()()	1 103	()	I /5	1 20 /	()			

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	Allemanive Comp.	Percial Land factors	Pomisi Isno (sore	Soriculinal doise.	S John John John John John John John John	Other Land (acres)	Place And Parises	Sommer: Displacements	TO SOURCEMENTS	Archae	Recorded Areas (egg.)	Archaeoloical Sins	Te Propenties (each)	Length, Criteria Destro	Bridge L	Curing.	FIII (MIIII)	Net Carr.	Cubic familions of	Despess Culfery	Deposit Fillings.	Togother Coo	A Post Sings	of manus of the state of the st
No-build		,				ĺ	ĺ	ĺ					no		ĺ									
1	7.4	45.5	14.4	43.1	54.6	165.0	19	1 ¹					no	10.2	5/1,313	0.69	0.37	0.32	16	25	16	1.81	0.86	
2A	0.0	7.2	25.6	64.8	6.8	104.4	8	0	0				yes	4.6	6/5,202	0.21	0.80	-0.58	19	26	4	0.84	0.58	
2B	0.0	4.9	17.1	92.5	5.5	120.0	2	0	0				yes	5.8	7/4,354	0.89	0.91	-0.03	37	29	4	1.13		
2C	0.0	8.6	30.5	96.3	6.3	141.7	3	0	0				yes	6.4	8/6,723	1.35	1.36	-0.01	68	34	5	1.14		
3AG	0.0	8.8	7.1	188.1	11.4	215.4	8	0	0				yes	9.3	14/7,495	2.51	2.82	-0.31	65	46	8	1.28		
3AH	0.0	8.3	3.4	179.8	10.2	201.7	5	0	0				yes	8.8	14/7,037	1.97	2.33	-0.37	62	39	7	1.14		
3AI	0.0	4.6	5.9	141.3	4.6	156.3	4	0	0				yes	7.0	8/4,645	1.40	1.74	-0.35	62	39	4	1.52		
3AJ	0.0	7.2	4.0	133.2	4.6	160.8	6	0	0				yes	7.1	8/4,766	1.47	1.82	-0.35	62	39	4	1.44		
3AIK	0.0	6.4	7.5	180.2	6.0	200.1	5	0	0				yes	9.2	9/4,814	1.77	2.13	-0.35	62	39	5		0.44	
3AJK	0.0	9.0	5.6	184.0	6.0	204.6	7	0	0				yes	9.3	9/4,935	1.85	2.20	-0.35	62	39	5	1.48	0.58	

Notes:

¹ Includes an impact to the frontage of the Holbrook Middle School

		Pu	rpose a Needs					Physica	al and E	Biologic	al Envi	ronmer	nt					
Money	Saliss	Selies.	Min & Handelook	Amm.	Pone Solls (40 to 1)	Males Colores No With A Solings	San maria (181) mars (180) mars	Habiar Mullie Noade Mil.	Aquies & Soliet	Macieulace Area High View	Populies (Populies)	Community (Community)	Active F.	Prime Fare	Salman Solls Salman Solls	Supplied to the state of the st	TR	NSPORTATION
3BG	yes	yes	101.3	5.9	13	11/1	188.7	14.4	212.5	0.0	15.8	0	8.4	9.5	0			395 9
3BH	yes	yes	121.0	10.6	17	12/1	180.4	13.1	198.8	0.0	15.6	0	4.7	8.0	0		(4)	
3BI	yes	yes	68.2	5.9	6	6/1	141.9	8.7	153.4	0.0	11.9	0	7.1	11.3	0			
3BJ	yes	yes	61.5	5.8	7	6/1	145.7	10.7	157.9	0.0	12.5	0	5.2	11.3	0			
3BIK	yes	yes	75.4	5.9	6	8/1	180.9	8.7	197.2	0.0	11.9	0	8.8	22.0	0			
3BJK	yes	yes	68.8	5.8	7	8/1	184.6	10.7	201.7	0.0	12.5	0	6.9	21.5	0			O'DIIDA!
3CG	yes	yes	77.4	1.4	15	10/0	188.0	8.7	224.3	0.0	12.4	0	3.7	12.2	0			STUDY
3CH	yes	yes	97.1	6.1	19	11/0	179.7	7.4	210.6	0.0	12.1	0	0.0	16.3	0			
3CI	yes	yes	44.3	1.4	8	5/0	141.3	3.0	165.2	0.0	8.4	0	2.4	14.0	0			
3CJ	yes	yes	37.6	1.3	9	5/0	145.0	5.0	169.7	0.0	9.0	0	0.5	14.0	0			
3CIK	yes	yes	51.5	1.4	8	7/0	180.2	3.0	209.1	0.0	8.4	0	4.1	24.2	0			
3C.IK	VAS	VAS	44 9	1.3	9	7/0	183 9	5.0	213.5	0.0	9.0	0	22	24.2	0			

					L	and Us	e					Cultur	ral Res	ouces		1	Enginee	ring Fe	asibil	ity				
Memali	on Settlement	Percial Land factors	Jemial Jano (acres)	Griculinal lectes)	September and legies,	Mer Land Pares	Posic And Faces	Compension of the state of the	Singe Coments	Arches	Recorded Areas (each,	Siles (each) oical	Salish, C	Cenga, Criesia Cenga,	Bridge (Curling.	FIII (milli)	Net Earth.	Cubic Parillions of	Sepossi Curifory	Celesy Fill (Sec.)	Tooms Cosin	4Vei36 Gade	omemo ose com
3BG	0.0	5.0	8.4	188.7	10.4	212.5	5	0	0				yes	9.3	11/7,185	2.22	2.50	-0.28	65	46	6	1.29	0.65	
3BH	0.0	4.5	4.7	180.4	4.0	198.8	2	0	0				yes	8.9	11/6,726	1.67	2.01	-0.34	44	38	5	1.16	0.64	
3BI	0.0	0.7	7.1	141.9	3.6	153.4	1	0	0				yes	7.1	5/4,334	1.10	1.42	-0.32	45	38	2	1.53	0.56	
3BJ	0.0	3.4	5.2	145.7	3.7	157.9	3	0	0				yes	7.2	5/4,455	1.18	1.50	-0.32	45	38	2	1.45	0.74	
3BIK	0.0	2.5	8.8	180.9	5.0	197.2	2	0	0				yes	9.3	6/4,503	1.48	1.81	-0.33	46	38	3	1.55	0.66	
3BJK	0.0	5.1	6.9	184.6	5.1	201.7	4	0	0				yes	9.4	6/4,624	1.56	1.88	-0.33	46	38	3	1.49	0.79	
3CG	4.2	12.0	3.7	188.0	16.4	224.3	9	2 ²	0				yes	9.6	15/6,262	2.48	2.77	-0.29	70	46	10	1.34	0.64	
3CH	4.2	11.4	0.0	179.7	15.3	210.6	6	2 ²	0				yes	9.2	15/5,804	1.94	2.28	-0.34	70	37	9	1.21	0.63	
3CI	4.2	7.7	2.4	141.3	9.6	165.2	5	2 ²	0				yes	7.4	9/3,411	1.37	1.69	-0.32	70	37	6	1.58	0.55	
3CJ	4.2	10.3	0.5	145.0	9.7	169.7	7	2 ²	0				yes	7.5	9/3,532	1.44	1.77	-0.32	70	37	6	1.50	0.72	
3CIK	4.2	9.5	4.1	180.2	11.0	209.1	6	2 ²	0				yes	9.6	10/3,581	1.74	2.07	-0.33	70	37	7	1.58	0.65	
3CJK	4.2	12.1	2.2	183.9	11.1	213.5	8	2 ²	0				yes	9.7	10/3,702	1.82	2.15	-0.33	70	37	7	1.52	0.78	

Notes:

² Impacts Miniature Golf Course and Dirt Track

Purpose and Needs Physical and Biological Environment 23.1 3DG 1.1 10/0 154.0 18.6 7.9 yes 3DH 17 168.3 7.6 27.1 5.8 11/0 218.5 1.1 yes yes 3DI 5/0 129.8 173.1 3.9 3.6 24.9 yes yes 1.1 5/0 3DJ yes yes 38.9 1.0 133.5 177.5 0 4.5 1.7 24.9 3DIK yes yes 52.8 1.1 6 7/0 168.7 12.9 216.9 0 3.9 5.2 35.0 0 3DJK yes yes 46.2 1.0 7 7/0 172.5 14.9 221.4 0 4.5 3.3 35.0 0 72.7 1.3 15 10/0 219.1 8.9 241.2 11.3 3.7 8.6 3EG yes yes 0 0 0 3EH 92.3 6.0 19 11/0 210.8 7.6 227.4 0 11.1 0.0 12.6 0 yes yes 0 3EI 1.3 5/0 172.3 3.2 182.1 7.4 2.4 10.4 yes yes 39.5 8 0 3EJ yes yes 39.5 1.2 9 5/0 176.0 5.2 186.5 8.0 0.5 10.4 0 3EIK yes yes 46.8 1.3 8 7/0 211.3 3.2 225.9 7.4 0 4.1 20.5 0 3EJK 40.1 1.2 7/0 215.0 5.2 230.3 8.0 2.2 20.5



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3DG	1.1	14.5	4.8	176.6	35.2	232.2	11	2 ²	0				yes	10.0	12/5,763	2.55	2.83	-0.28	65	46	12	1.45	0.53	j
3DH	1.1	14.0	1.1	168.3	34.0	218.5	8	2 ²	0				yes	9.6	12/5,305	2.00	2.34	-0.34	44	43	11	1.34	0.52	
3DI	1.1	10.3	3.6	129.8	28.4	173.1	7	2 ²	0				yes	7.8	6/2,913	1.43	1.75	-0.32	45	43	8	1.72	0.41	
3DJ	1.1	12.9	1.7	133.5	28.4	177.5	9	2 ²	0				yes	7.9	6/3,034	1.51	1.83	-0.32	45	43	8	1.64	0.58	
3DIK	1.1	12.0	5.2	168.7	29.8	216.9	8	2 ²	0				yes	10.0	7/3,082	1.81	2.14	-0.33	46	43	9	1.69	0.53	1
3DJK	1.1	14.7	3.3	172.5	29.8	221.4	10	2 ²	0				yes	10.1	7/3,203	1.89	2.21	-0.33	46	43	9	1.63	0.66	j
3EG	1.5	5.0	3.7	219.1	11.8	241.2	5	0	0				yes	10.4	15/6,630	2.64	2.89	-0.25	66	46	7	1.31	0.55	
3EH	1.5	4.5	0.0	210.8	10.6	227.4	2	0	0				yes	10.0	15/6,171	2.09	2.40	-0.31	66	37	6	1.19	0.54	
3EI	1.5	0.7	2.4	172.3	5.0	182.1	1	0	0				yes	8.2	9/3,779	1.52	1.81	-0.29	66	37	3	1.52	0.44	
3EJ	1.5	3.4	0.5	176.0	5.0	186.5	3	0	0				yes	8.3	9/3,900	1.60	1.88	-0.29	66	37	3	1.45	0.60	
3EIK	1.5	2.5	4.1	211.3	6.4	225.9	2	0	0				yes	10.4	10/3,948	1.90	2.19	-0.29	66	37	4	1.54	0.55	1
3EJK	1.5	5.1	2.2	215.0	6.4	230.3	4	0	0				yes	10.5	10/4,070	1.97	2.27	-0.29	66	37	4	1.48	0.68	

Notes

² Impacts Miniature Golf Course and Dirt Track

Purpose and Needs Physical and Biological Environment 246.8 3FH yes 89.3 6.4 18 12/0 238.5 11.9 260.7 7.1 1.2 24.8 yes 3FI 36.4 1.7 7 6/0 200.0 7.5 214.5 0 3.4 0 3.6 28.2 0 yes yes 3FJ yes yes 29.8 1.6 8 6/0 203.7 9.4 218.9 0 4.0 0 1.7 28.2 0 1.7 7 7.5 3.4 0 5.3 38.4 3FIK yes 43.7 8/0 239.0 258.3 0 0 8 3.4 3FJK 37.1 1.6 8/0 242.7 9.4 262.7 0 4.0 38.4 0 yes **STUDY** 4A yes yes 40.4 1.6 5/0 176.8 2.0 266.4 3.8 1.6 8.0 53.6 4B yes yes 45.0 3.8 4/0 297.4 2.4 326.7 0.0 0.8 0 9.2 24.8 0 4C 51.5 2.5 8 7/0 290.1 1.7 321.8 0.0 8.0 6.0 22.1 0 yes yes 0 62.1 10.9 8 10/0 428.6 10.0 473.6 0.4 11.7 51.1 yes yes

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3FG	0.0	10.6	4.9	246.8	11.3	273.6	8	0	0				yes	11.38	13/6,742	3.49	3.64	-0.15	65	46	8	1.26	0.62	
3FH	0.0	10.1	1.2	238.5	10.1	260.7	5	0	0				yes	10.91	13/6,283	2.94	3.15	-0.21	64	46	7	1.14	0.61	
3FI	0.0	6.3	3.6	200.0	4.5	214.5	4	0	0				yes	9.14	7/3,891	2.37	2.56	-0.18	64	46	4	1.43	0.54	
3FJ	0.0	9.0	1.7	203.7	4.5	218.9	6	0	0				yes	9.25	7/4,012	2.45	2.63	-0.18	64	46	4	1.37	0.68	
3FIK	0.0	8.1	5.3	239.0	5.9	258.3	5	0	0				yes	11.31	8/4,060	2.75	2.94	-0.19	64	46	5	1.46	0.62	
3FJK	0.0	10.7	3.4	242.7	5.9	262.7	7	0	0				yes	11.42	8/4,181	2.83	3.02	-0.19	64	46	5	1.41	0.73	
4A	11.6	34.5	8.0	176.8	35.5	266.4	17	12	0				yes	10.17	9/2,115	4.88	5.20	-0.32	117	95	15	1.58	0.37	
4B	0.0	12.6	9.2	297.4	7.4	326.7	5	0	0				yes	10.96	11/3,486	7.67	7.43	0.24	114	120	9	1.71	0.54	
4C	0.0	15.2	6.0	290.1	10.5	321.8	8	0	0				yes	11.17	14/4,138	6.50	7.05	-0.55	110	84	9	1.00	0.33	
4D	0.0	23.2	11.7	428.6	10.2	473.6	6	0	0				ves	11.73	10/6.619	19.68	20.41	-0.73	144	179	9	1.75	0.36	

Notes:

² Impacts Miniature Golf Course and Dirt Track



Summary of the Potential Impacts and Feasibility of the Range of Reasonable Alternatives

June 2001

Introduction

This summary provides an overview of the potential impacts and feasibility of the range of reasonable alternatives developed for satisfying the needs and purpose of the study. The U.S. Army Corps of Engineers — New England Division's Highway Methodology was used as the basis for this analyses and summary, and expanded to include land use, displacements, and overall engineering feasibility. The purpose of this matrix is to facilitate the comparison of the potential impacts and feasibility of the range of reasonable alternatives. The numbers presented in the matrix are preliminary, and will change as a result of alignment modifications, additional data collection and analyses, and public involvement and agency coordination.

The Public Advisory Committee (PAC) developed one thousand feet wide corridors in May 2001. Highway alignments based upon MDOT design criteria were subsequently developed within these corridors. The resultant preliminary impacts were calculated for each alternative by adding the area of the highway, limits of cut and fill, and a 20 meter (65 feet) buffer on each side of the alignment to determine the potential impact. The numbers and impacts are likely the "worst-case scenario," as most of the permanent impacts will be substantially less than the cut/fill plus buffer width used in the calculation of impacts.

Physical and Biological Environment

National Wetland Inventory and Hydric Soils

The U.S. Fish and Wildlife Service's National Wetland Inventory (NWI) data was used to identify wetlands based upon high altitude aerial photography.

Hydric Soils were identified from the list of hydric soils obtained from the Penobscot County and Hancock County Soil and Water Conservation Districts, the Penobscot County Soil Survey (USDA 1962), and the Hancock County Soil Survey (USDA 1999). Hydric soils are soils that are saturated, flooded, or ponded long enough during the growing season to develop oxygendeficient conditions near the soil surface, specifically within the root zone of plants. Hydric soils are one of the criteria used to identify wetlands.

Number of Wetlands

The number of wetlands impacted by the alternatives was identified based on the NWI data.

Water Crossings

The number of waterway crossings was derived from the perennial waterways shown on the U.S.G.S. quadrangle maps that would be crossed (by either bridge or culvert) by an alternative.

Maine Department of Transportation I-395/Route 9 Transportation Study, Penobscot County, Maine www.i395-rt9-study.com

Undeveloped Wildlife Habitat

Undeveloped wildlife habitat in the study area includes forested areas, rangeland or grassland, farmland and wetlands.

Notable Wildlife Habitat

These areas were identified from information provided by the Maine Department of Inland Fisheries, local comprehensive plans, the Maine Department of Conservation, and the Maine Office of Geographic Information Systems.

Notable wildlife habitat includes deer wintering areas, habitat for threatened and endangered species, and other areas.

Deer wintering areas were identified by the Maine Department of Inland Fisheries and from local comprehensive plans.

Threatened and endangered species information was obtained from the U.S. Fish and Wildlife Service, the Maine Natural Areas Program, and the Maine Department of Inland Fisheries and Wildlife. The Endangered Species Act was passed in 1973 in an effort to stop the process of human-induced extinctions in the United States. This act provides an incentive and regulation for the protection of threatened and endangered species and the habitats that threatened and endangered species need for survival. The water stargrass is listed as a state endangered species. The American shoregrass is listed as a rare aquatic plant in Maine.

Other notable or sensitive wildlife habitats include inland waterfowl and wading bird habitats and anadromous fish areas.

Surface Area of Aquifers and High Yield Aquifers

Information on aquifers was obtained from:

- Hydrogeology and Water Quality of Significant Sand and Gravel Aquifers in parts of Aroostook, Hancock, Penobscot, Piscataquis and Waldo Counties, Maine
- Surficial Geology and Availability of Ground Water in Part of the Lower Penobscot River Basin, Maine
- United States Geological Survey
- Maine Geological Survey

The area of impacted aguifer is equal to the area of surface disturbance.

The area of high yield aquifer impacted is equal to the area of earth disturbance in areas classified as a high yield aquifer. High yield aquifers are divided into two categories: those with wells that produce 10-50 gallons per minute (gpm), and those with wells that produce over 50 gallons per minute (gpm). Within the study area, well yields are generally less than 10 gpm. A few public water supply wells exist within the study area.

Floodplains

Floodplains were identified from the Federal Emergency Management Agency's (FEMA) Digital Flood Insurance Rate Maps (FIRMs) for Penobscot and Hancock Counties.

Maine Department of Transportation I-395/Route 9 Transportation Study, Penobscot County, Maine www.i395-rt9-study.com

Community Wells Directly Impacted

Community wells were identified using information from the Maine Department of Environmental Protection (MDEP) and the Maine Drinking Water Program (Department of Human Services). The Maine Drinking Water Program (Department of Human Services) identified 17 public water supply wells in the study area.

Active Farmland and Prime Farmland Soils

Farmland information was obtained from the Penobscot County Soil Survey (1962), the Hancock County Soil Survey (1999), the Brewer Comprehensive Plan (1995), the Eddington Comprehensive Plan (1981), the Holden Comprehensive Plan (1995), and satellite imagery.

Prime farmland, as defined by the U.S. Department of Agriculture (USDA), is the land that is best suited to producing food, feed, forage, and fiber and oilseed crops. It has the soil quality, growing season, and water supply needed to economically produce a sustained high yield of crops when it is treated and managed using acceptable farming methods. By definition, prime farmland does not need to be actively used (active farmland).

Farmland Soils of Statewide Importance

No farmland soils of statewide importance exist within the study area.

Land Use

Land Use

Land use within the study area was identified using satellite imagery, the Brewer Comprehensive Plan (1995), the Holden Comprehensive Plan (1995), and Eddington Comprehensive Plan (1981), and verified through field reconnaissance.

Displacements

Residential and commercial displacements were identified be overlaying the highway alignments on the satellite image.

Environmental Risk Sites

Information on environmental risk sites was obtained from the U.S. Environmental Protection Agency, the Maine Department of Environmental Protection petroleum spill reports, remediation sites list, and underground storage tank list. In addition, an Environmental FirstSearch Report was used, and field reconnaissance and interviews were conducted.

Cultural Resources

Archaeological Areas and Recorded Archaeological Sites

The Maine Historic Preservation Commission will identify archaeological areas following the preliminary screening of alternatives.

Two previously recorded archaeological sites exist in the study area. One of these is in Brewer, and the other is in Eddington. The exact locations of these archaeological sites are restricted.



Historic Properties Directly Impacted

Information on historic properties was obtained from the National Park Service's National Register Information System, which contains information on properties listed in or determined eligible for the National Register of Historic Places. The Penobscot Salmon Club and Pool in North Brewer, the Daniel Sargerb House, and Eddington Bend are listed on the National Register of Historical Places.

Engineering Feasibility

Design Element	Maine Department Of Transportation Highway Design Guide
Design Year	2030
Functional Classification	Limited Access Two-Lane Highway within a Four- Lane Right-of-Way
Terrain	Level
Design Speed	110km/h (70 mph)
Lane Widths	3.6m (12')
Shoulder Widths	Right 3.0m (10') Left 1.2m (4')
Cross Slopes	6.0% max. superelevation 2.1% normal 4.2% shoulder – normal
Median Width	To be determined by field conditions. Minimum 6.71m (22')
Clear Zone	Variable. Dependant on design speed, traffic volume and side slopes.
Side Slopes Cut Front of Slope	1:6
Depth of Ditch	A rounded ditch section should be used unless hydraulic capacity warrants the use of a trapezoidal ditch. The depth of ditch shall be maintained 0.31m (1') below subgrade.
Back Slope	1:2
Fill	
0m – 6.10m Height > 6.10m Height	1:6 / 1:4 (hinged) 1:2
Minimum Stopping Sight Distance	259.08m (850')
Decision Sight Distance	335.25m (1100')
Minimum Radius	635.05m (2083.48')
Vertical Grades	3% max. 0.25% minimum desirable 0% minimum
Minimum Vertical Clearance	5.03m (16'-6") for New and Replaced Overpassing Bridges. 4.88m (16'-0") for Existing Overpassing Bridges.



Maine Department of Transportation I-395 / Route 9 Transportation Study July 18, 2001

Public Advisory Committee Meeting



Contact Susanna Liller at 1-800-370-2458, extension 112 *Meeting Minutes,*

July 18, 2001 7:00-9:00 pm PAC Meeting #8

Public Advisory Committee (PAC):

Alan Bromley
Rick Bronson
Joan Brooks
Rodney Buswell
Ellen Campbell
Sandi Duchesne
Keith Guttormsen
Ed Harrow (Maxine Harrow stand-in)
Linda Johns
Stan Moses
Melody Knadler
Gerry Palmer
Charles Plummer
Roger Raymond
Jim Ring

Study Team:

Richard Bostwick Jeraldine Chow Raymond Faucher Susanna Liller William Plumpton

Not in attendance:

Manley DeBeck, Jr. Scott A. Leach Al Skolfield

Susanna welcomed everyone and thanked them for coming.

Bill Plumpton stated that the study team had developed a new map showing alternatives retained for further consideration (for satisfying the purpose and needs of the study) and invited people to view the map and one-on-one

discussion at the end of the meeting. He reported that the PAC had suggested corridors for consideration by MDOT and FHWA for satisfying the purpose and needs of the study that resulted in approximately 46 alternatives or alignments, including the no-build alternative. This range of suggested corridors and alternatives has since been reduced to 11 alternatives, including the no build alternative. Now there is work to do in evaluating these 11 alternatives, and possibly other alternatives that not been identified to date, and how they could address the transportation problems in the study area. This evaluation will include detailed traffic analyses.

For context, Bill quickly reviewed the Purpose and Needs of the I-395 / Route 9 Transportation study:

Study Purpose

The purpose of the study is to: 1) improve a section of Maine's National Highway System from I-395 in Brewer to Route 9, consistent with current American Association of State Highway and Transportation Officials (AASHTO) policy on design; 2) improve regional system linkage; 3) improve safety on Routes 9, 46 and 1A; and 4) improve the current and future flow of traffic and shipment of goods to the interstate system.

Study Needs

The need for the study is based on poor roadway geometry in the study area coupled with an increase in commercial, local, and regional traffic. The result has been:

- Poor system linkage
- Safety hazards
- Traffic congestion

The DOT's job is to identify the alternative that best satisfies the purpose and needs of the study, has the least impact to the environment (natural resources and manmade and people considered equally) and is at a cost that is affordable to both MDOT and the FHWA.

Bill outlined the agenda for the evening:

- Identify alternatives that were retained for further study from the last PAC meeting
- 2. Identify and review other alternatives that were suggested at the last meeting for satisfying the purpose and needs of the study
- 3. Further reduce the list of alternatives retained for further consideration and study

Bill noted a few items from the last meeting:

- It was suggested in June that the conceptual design for widening Route 9 to four lanes and the resultant impacts to natural and manmade feature be calculated, so that the results could be compared equally to the other alternatives developed. The study team reviewed the existing and future traffic volumes for Route 9 and determined that the traffic volumes did not warrant major widening in the foreseeable future. At this macro level for comparing the preliminary impacts of alternatives, the alternatives identified to date have been developed to an equal and consistent level of detail.
- The study is still in a macro stage of identifying the preliminary impacts from alternatives identified for satisfying the purpose and needs and screening alternatives suggested to date. There will be a lot of refining of alternatives in the future to avoid and minimize impacts to natural resources and people. Bill reminded the PAC that the impacts to both natural resource and people are considered equally.

How are alternatives evaluated?

They are evaluated based on their ability to satisfy the purpose and needs of the study, the potential impacts to natural and manmade resources and on cost. The result of this study is intended to be the single alternative that best satisfies the purpose and needs of the study, results in the least impact to natural resource and people, at affordable cost. The reasons for dismissing an alternative from further consideration must be documented. In the absence of sufficient data, an alternative cannot be dismissed from further consideration.

Bill presented information about how some of the alternatives had changed with input received from the PAC and public at the last meeting.

- Alternative 1, the upgrade alternative, was reduced from five lanes (two lanes in each direction and a dual center turn lane) to four lanes (two lanes in each direction) on Route 1A at the request of the DOT. The DOT suggested this change to improve the safety associated with the upgrade of Route 1A. It was felt, with posted speed limits up to 45 mph, a greater risk of more severe head on collisions could result in the center turn lane.
- Following Alan Bromley's suggestion, alternatives 2B and 2C were extended across and to the north of Route 9, tying into Route 9 to the east of East Eddington, in a fashion similar to the section 3K. These additions were identified as 2D and 2E. Alternative 2D follows the alignment of 2B from the I-395 interchange to Route 9 and will continue to the north of

Route 9 to the east of East Eddington (2B starts at the I-395 interchange and ends at Route 9 near the Eddington School).

2E is a portion of other alternatives and will form a bypass to the north of a portion of Route 9. 2E connects to alternative 2C.

It was also suggest at the last meeting that a portion of alternative 2C should be shifted closer to the western edge of Eastern Avenue and connected with a portion of 3E. This suggested change will be referred to as alternative 3E-2C. Another alternative this creates will be referred to as 3E-2C-2E.

As a result of the suggestions from the PAC and public before and at the June 27th meeting, the twelve alternatives retained for further study at this time are:

- The no-build (The no-build alternative needs to be fully studied and evaluated. This will determine the ramifications of taking no action and is necessary to measure the true impact of other alternatives)
- Alternative 1: the upgrade- includes the widening of Route 1A to five lanes and widening Route 46 to four lanes with no separation
- Alternative 3AI: an alternative connecting the 1-395 interchange with Route 9
- Alternative 3AIK: an alternative connecting the 1-395 interchange with Route 9 to the east of East Eddington.
- Alternative 3EI an alternative connecting I-395, with a bridge over Route 1A, to Route 9.
- Alternative 3EIK: an alternative connecting I-395, with a bridge over Route 1A, to Route 9 to the east of East Eddington Alternative 4B: an alternative paralleling Route 1A and Route 46.
- New Alternative 1: a variation of the upgrade alternative without a dual center turn lane. Routes 1A and 46 would be widened to two lanes in each direction with no center turn lane on Route 1A.
- Alternative 2D: connects I-395 with Route 9 to the east of East Eddington.
- Alternative 3E-2C: an alternative connecting I-395 to Route 9
- Alternative 3E-2C-2E: an alternative connecting I-395 to Route 9 to the east of East Eddington.

At this macro level of analysis, at least one alternative from each of the four families of alternatives has been retained for further consideration. Lots of analysis still needs to be performed, including the analysis of traffic and how well the alternatives satisfy the purpose and needs of the study.

Bill made a few comments on the alternatives at this time.

MDOT suggested dismissing (old) Alternative 1 (with the dual center turn lane) from further consideration. New Alternative 1 decreases the number of residential displacements from 19 to 3.

Bill suggested dismissing Alternative 2D from further consideration. It results in the greatest impact to wetlands (65 acres) of the alternatives being considered at this time. It also requires the acquisition of approximately 235 acres of property and 14 bridges with a total length of about 6,192 feet. These two figures are far more than other alternatives being considered at this time. The Study Team suggests dismissing this alternative, given that it would be nearly impossible to get a permit from the agencies to impact wetlands and waterways.

Bill made a couple other observations about the alternatives being considered.

Alternative 3E-2C has the least impact to wetlands (22.4 acres), which makes it promising from a permitting standpoint. This potential impact to wetlands is lower than the impact to wetlands that would result from Alternative 1, the upgrade alternative. The impact to floodplains (6.4 acres) in the lowest, with the exception of Alternatives 1 and 4B. There is also little impact to active farmland (3.2 acres) though there is a large impact to soils classified as prime farmland (125 acres). The total land area required for this alternative is 166 acres and the third lowest of the alternatives being considered. The total length of the road would be 7.8 miles; the only shorter alternative is Alternative 2B. The overall bridge length would be 3,600 feet. The deepest cut and fill would be 34 and 44 feet, respectively.

Comments and questions on alternatives:

Ellen Campbell pointed out that while there may be only six residents displaced by the new alternative 3E-2C, it would have a negative impact on a number of homes nearby. Bill agreed and responded that impacts to these residents still need to be studied, including potential noise impact.

Linda Johns stated that Alternative 2C comes close to a cemetery.

Richard Bostwick asked how Alternative 3E crosses Route 1A. Bill answered that the DOT has made no decision whether to build a bridge over Route 9 or an interchange. This decision would be made later in the study process when more information exists on the future traffic volumes in the area and how well the various alternatives handle these future traffic volumes. Bill said his guess was that a bridge would be appropriate because traffic would be able to access Route 1A from the existing i395 interchange about a mile to the west.

Bill gave a little more information on Alternative 3E-2C-2E in comparison to Alternative 3E-2C. With Alternative 3E-2C-2E, wetland impacts would increase

by seven acres and approximately 70 more acres of properties would need to be acquired. This alternative may include a bridge over Route 9.

Comments on the range of alternatives:

Stan Moses and Sandy Duchesne asked why the turn lane option on Route 1A had been eliminated in favor of two through-lanes in each direction. Ray answered that safety is a big consideration. With a speed limit of 40-55 mph, a turn lane is not recommended. Jim Ring suggested narrowing the travel lanes to slow traffic and still allow for the turn lane, as cars in the left lane waiting to make a left turn (without a center turn lane) would create a safety hazard that is as big or bigger than the center turn lane. Bill responded that the turn lane does not satisfy DOT design criteria, and that area needed by the center turn lane resulted in greater impacts to residences and wetlands. Rick Bronson suggested the center turn lane be added back to Alternative 1. It was agreed to table the discussion of the upgrade alternative; it was agreed to revisit this discussion of upgrade alternative if it was identified as the preferred alternative for satisfying the purpose and needs of the study.

Roger Raymond asked for clarification on the new Alternative 1 and whether three individual wetlands are affected or three acres of wetlands. Bill said that three individual wetlands, according to the US Fish and Wildlife Service's National Wetland Inventory, are affected. Alternative 1 would impact approximately 28.7 acres of wetlands. He added that this is not unreasonable, but that other alternatives have lesser impacts to wetlands.

Roger asked why the upgrade alternative does not satisfy design criteria. Bill explained that the design for the upgrade alternative mirrors the existing topography, in an effort to minimize impacts to adjacent properties, and that the existing topography exceeds DOT criteria for percent grades in some locations. DOT design criteria require no more than a 3% grade; the grades of the existing topography are more than 6% in several locations. It is possible to exceed DOT criteria, but the goal is to do that as little as possible.

Bill Plumpton promised he would have measurements of the actual length of alternative 1 that exceed the design criteria for % slope, at the next meeting.

Joan Brooks commented that one of the requirements of the study is to create a limited access facility. The upgrade alternative does not meet this and neither does Alternative 2B or 2C. Bill said Alternatives 2B and 2C would be constructed as limited access facilities by either bridging over local roads or reconstructing local roads over the alternative. Ray added that recent legislative policy instructs DOT to limit access on most major arterials in the state. The idea is to increase efficiency and reduce costs. However, this does not mean the upgrade alternative dismissed from further consideration.

Ed Harrow pointed out again the impacts of a new road on residents- not just on residents that would be displaced, but also on residents that would feel the effects of greater noise and greater activity nearby.

Bill went on to ask for more specifics from the PAC on things the DOT should be aware of as these alternatives are evaluated. The following comments resulted.

- 1. Joan wanted to clarify the source of the wetlands information. It is the National Wetland Inventory from the Fish and Wildlife Service? Bill responded that anything labeled as wetland or hydric soil by them is considered a wetland for the purposes of this study.
- 2. Ellen emphasized again that it is important that the Study Team be aware of all of the residences affected by a new road, and not just the ones that would be displaced.
- 3. Alan emphasized that neighborhood cohesion is important in the evaluation process. Bill clarified that such factors would be considered closely with a smaller set of alternatives.

Stan Moses asked for confirmation that existing routes will not be truncated or impeded in any way when an alternative is eventually chosen. Bill confirmed and said that bridges will be built where necessary to avoid this situation. Possible exceptions could include ending a road at the preferred alternative if only a house or two were on the other side.

Bill and Ray outlined the next steps for the study.

- 1. Traffic information The DOT has started the forecasting of future traffic volumes using their statewide travel demand model and will bring figures and charts to the PAC in the next several months.
- 2. Interagency meeting- There is a meeting scheduled for August 14th in Augusta. Members of the PAC are invited. It is possible the agencies will reach different conclusions from the data the study team provides and they may have suggestions for other alternatives that should be considered for satisfying the study purpose and needs.
- 3. Noise studies- The study team will get quantitative information on existing noise levels in the study area and predict the future noise levels from the alternatives being considered. The consideration of noise abatement measure is required at locations above or approaching 67 decibels. As a reference, dishwashers usually produce noise of about 80 decibels. Freeways usually result in noise levels between 55 and 70 decibels. It is anticipated that a considerable portion of a future PAC meeting would be dedicated to the results and conclusions of the noise analysis.
- 4. Maine Historic Preservation Commission- The MHPC will begin considering the potential impact to potential historic resources and archaeological resources. This work will start with studies of above ground historic resources this summer. There is much to be done and it will take some time.

5. Public meeting- A public meeting will be scheduled in the near future. The purpose of this public meeting will be to review the alternative analysis work performed to date and to solicit suggestions from the public for other alternatives that should be considered for satisfying the purpose and needs of this study. The public will have the opportunity to provide input on issues and concerns and the DOT must consider reasonable suggestions for alternatives. This informational public meeting will be held in mid-September.

Public Comment:

Ronald Wade from the Chickhill area in Clifton stated that there has been no noise abatement since the new road was built ten years ago. He has put out "No Jake Braking" signs and contacted the state police and these measures have been ineffective. Ray suggested contacting the local maintenance division.

Doug Schmidt from Holden asked if people are considered less important than the environment in terms of impacts and the selection of a preferred alternative. Bill responded that both are equally important and get equal consideration in the decision-making process. He added that cost is also considered.

Grant Byers from Holden asked why the public could not go to the meeting in Augusta. He was concerned that the study team spent 45 minutes discussing wetlands and cut off the PAC when the discussion moved to people. Ray responded that the Augusta meeting is open to the public; however, the public is **only** allowed to listen to the presentations and discussions and not allowed to ask questions or make comments. It was reiterated that both people and the environment are considered equally in this process. Grant said he would like to meet with members of the PAC both before and after the meeting.

Sally Black on Chickhill Road supported the earlier statement that there is a serious noise problem in the area.

George Bubler from Eddington asked for clarification on the noise abatement question. Ray said that if noise levels were above acceptable standards, the DOT would have to look at how to bring them down to acceptable levels.

Barbara Cox from Holden asked why Alternative 2C was shifted so close to Eastern Avenue. Bill said that few people live on the east side along a portion of Eastern Avenue, but the study team will go back and look at it.

Judy Sullivan from Eddington expressed her concerns around safety and quality of life if Route 9 is built on. She pointed out that it takes time for vehicles to slow down when coming off the highway and this would quadruple the traffic on Route 9. A lot of people live in the area. Ray replied that the Study Team has not

decided to connect to Route 9. That is just one viable option. When more study is done, it may be eliminated from consideration, but the Study Team cannot eliminate that option yet.

Rosen Thompson from Holden asked about the timeline for any road being built. Ray said the study should be finalized this next year. Once that is done and an alternative is considered practical, fundraising can begin to purchase the right-of-way. There might not be enough money in the legislature. All of these factors taken into consideration, it could be at least five years before anything is built.

Susanna thanked everyone for attending the meeting. There is no PAC meeting scheduled for August. There will be a public informational meeting in September.

Announcements

At the next meeting, Bill Plumpton will have the measurements of the actual length of the alternative.

Summary of Preliminary Impacts and Feasibility of the Range of Reasonable Alternatives Retained for Continued Screening July 2001

			Purpo	ose and	Needs			I	Physica	al and E	Biologica	al Envir	onment			
	*	Solite Solites	Salish.	NIM & HOGE	Mulling Solls	lacres) soils	Mater Crossings M. A. P. S.	Snow (182) Now (182) Snow (182) S	Modelle Miles	Aquijes: 8.	Machanachan High Yelds	(acres)	Community W	Achie F.	Prime Farm	Familiano Soils Satemide mo Soils Satemide mo Soils of
J	No-build	no	no													
u	1	yes	yes	30.3	0.0	3	5/0	43.1	0.0	165.0	0.0	1.5	0	14.4	54.7	0
n	2B	yes	yes	27.8	3.2	5	6/2	92.5	0.0	120.0	0.0	10.5	0	17.1	23.3	0
е	3AI	yes	yes	43.0	0.7	3	5/2	141.3	2.9	156.3	0.0	10.3	0	5.9	10.5	0
2	3AIK	yes	yes	50.3	0.7	3	7/2	180.2	2.9	200.1	0.0	10.3	0	7.5	20.7	0
0	3EI	yes	yes	39.5	1.3	8	5/0	172.3	3.2	182.1	0.0	7.4	0	2.4	10.4	0
0	3EIK	yes	yes	46.8	1.3	8	7/0	211.3	3.2	225.9	0.0	7.4	0	4.1	20.5	0
1	4B	yes	yes	45.0	3.8	7	4/0	297.4	2.4	326.7	0.0	0.8	0	9.2	24.8	0
J	New 1	yes	yes	28.7	0.0	3	5/0	40.3	0.0	156.3	0.0	1.4	0	13.8	51.4	0
u	2D	yes	yes	65.7	2.6	8	11/2	197.4	0.0	234.5	0.0	13.1	0	24.6	35.6	0
I V	3E-2C	yes	yes	22.4	1.3	11	9/0	150.3	0.1	166.5	0.0	6.4	0	3.2	124.7	0
,	3E-2C-2E	yes	yes	30.8	1.3	11	12/0	208.6	0.1	233.3	0.0	6.4	0	4.8	133.4	0



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n	2B	0.0	4.9	17.1	92.5	5.5	120.0	2	0	0				yes	5.8	7/4,354	0.89	0.91	-0.03	37	29	4	1.13	0.58	
е	3AI	0.0	4.6	5.9	141.3	4.6	156.3	4	0	0				yes	7.0	8/4,645	1.40	1.74	-0.35	62	39	4		0.27	
2	3AIK	0.0	6.4	7.5	180.2	6.0	200.1	5	0	0				yes	9.2	9/4,814	1.77	2.13	-0.35	62	39	5	1.54		
0	3EI	1.5	0.7	2.4	172.3	5.0	182.1	1	0	0				yes	8.2	9/3,779	1.52	1.81	-0.29	66	37	3	1.52		
1	3EIK	1.5	2.5	4.1	211.3	6.4	225.9	2	0	0				yes	10.4	10/3,948	1.90	2.19	-0.29	66	37	4		0.55	
	4B	0.0	12.6	9.2	297.4	7.4	326.7	5	0	0				yes	10.96	11/3,486	7.67	7.43	0.24	114	120			0.54	
J 	New 1	6.1	42.1	13.8	40.3	54.0	156.3	3	O ¹	0				no	10.2	5/1,313	0.66	0.35	0.31	16	25	16		0.86	
u I	2D	0.0	6.1	24.6	197.4	6.3	234.5	2	0	0				yes	10.2	14/6,192	3.11	3.14	-0.02	67	56	10		0.68	
у	3E-2C	1.5	5.6	3.2	150.3	6.0	166.5	4	0	0				yes	7.8	8/3,607	1.18	1.24	-0.07	44	34	4		0.62	
2	3E-2C-2E	1.5	11.7	4.8	208.6	6.7	233.3	6	l 0	0				yes	10.7	12/4,440	2.15	2.21	-0.06	45	39	8	1.2	0.61	

Notes:

¹ Includes an impact to the frontage of the Holbrook Middle School



Maine Department of Transportation I-395 / Route 9 Transportation Study October 23, 2001 Public Advisory Committee Meeting



Contact Susanna Liller at 1-800-370-2458, extension 112 *Meeting Minutes,*

October 23rd, 2001, at the Holbrook School 7:00-9:00 pm PAC Meeting #9

Public Advisory Committee (PAC):

Alan Bromley Rick Bronson Joan Brooks Rodney Buswell Ellen Campbell Hewlette Crawford Sandi Duchesne **Ed Harrow** Linda Johns Melody Knadler Scott A. Leach Stan Moses Gerry Palmer Roger Raymond Jim Ring Al Skolfield

Not in attendance:

Manley DeBeck, Jr. Charles Plummer Keith Guttormsen

Study Team:

Jeraldine Chow, Barton & Gingold Raymond Faucher, MDOT Susanna Liller, Barton & Gingold Fred Michaud, MDOT Mike Morgan, MDOT William Plumpton, Gannett Fleming

Susanna Liller opened the 9th PAC meeting. She mentioned that in response to complaints from the public of not being able to hear PAC members speak, microphones have been placed around the table. She reminded the public the meeting is for the PAC but the public is welcome to comment during the public question and answer session towards the end of the meeting.

AGENDA 1: OLD BUSINESS

Susanna introduced a new PAC member, Hewlette Crawford. Mr. Crawford is from Eddington.

Ellen asked if Mr. Crawford was replacing someone from the PAC.

Ray Faucher stated at the beginning of the process, each municipality was asked to provide a list of representatives from that community and PAC members were selected from that list. The town of Eddington recently submitted Mr. Crawford's name for inclusion on the PAC and the request was granted as the study is still in the refinement stage.

At the last PAC meeting in July, Roger asked how much of the upgrade alternative would exceed a 3% gradient. The study team did not have an answer to the question at that point in time but promised a response at a later time. Bill Plumpton responded to the request at this meeting saying, of the 10.2-mile upgrade alternative, 1.9 miles (13%) would exceed the design criteria of 3%.

Review Where We Are in the Study Process

Currently, the study team is in the refinement stage of analyzing nine build and a no build alternative. Following the refinement stage, the study team will analyze a few of these alternatives in detail to determine how well each alternative best meets the study purpose and needs at the least impact to the environment. So far, no new decisions have been made. The purpose of this meeting is to share information with the PAC.

AGENDA 2: REVIEW OF PUBLIC INFORMATIONAL MEETING ON SEPTEMBER 19TH

Bill said the public meeting held in September was well attended. About 250 people attended to listen to information presented on the study to date and comment on the alternatives being considered. Issues and concerns were expressed about individual alternatives. One new alternative was suggested for consideration. Grant Byers suggested, as a temporary improvement if funding was a concern, MDOT should consider building a new road parallel and to the east of Route 46 connecting Route 9 to Route 1A.

Bill said that MDOT did not have concerns over funding at present and was considering alternatives that fully satisfied the study purpose and needs. While Mr. Byer's suggestion has not been designed to date, this alternative would be tested and measured for effectiveness when the traffic forecasts are finalized and detailed design information was not necessary to test this alternative.

Bill Plumpton said that at the request of the public, the I-395 project website has been updated to include a link to the east-west study. Other information detailing existing traffic volumes was added.

AGENDA 3: REVIEW OF INTERAGENCY COORDINATION MEETING ON OCTOBER 9TH

Earlier in the month of October, Bill Plumpton and Ray Faucher presented the same information that was presented at the public meeting, to the federal and state agencies with direct or indirect jurisdiction over the study. The agencies concurred with the range of alternatives considered, the development of the alternatives and the preliminary screening of alternatives to date. The agencies did not ask that other alternatives be considered. Rick Bronson, a member of the PAC was present at the meeting.

AGENDA 4: SUMMARY OF REGIONAL TRANSPORTATION IMPROVEMENTS AND CONNECTED ACTIONS

In response to requests from the PAC and the public for a description of other projects in the region, Fred Michaud, MDOT Bureau of Planning, told the PAC that there are a number of projects that may have an impact on this area. The updates on those projects are as follows:

- 3.5-mile construction of a segment of Route 9 should be completed by 2003. The Calais / St. Stephen crossing study is continuing.
- Study on public transit into Bar Harbor due to be released on Oct 25th. A meeting will he held at the Brewer auditorium at 1:30pm and at City Hall at 6:30pm to discuss the findings of the study and if the projects should be moved to Phase II.
- Reestablishment of the Calais railroad branch from Brewer to Ellsworth and subsequently to Cherryfield. Studies have been done to show that freight is not a selfsustaining project at this time.
- 1.2 million dollars to resurface 3.5 miles of Route 1A from I-395 to Bagaduce Road. The section of Route 1A from .5 mile north of Green Lake Road to Rabbit Road is scheduled to be resurfaced in the summer of 2003. This section is 3.3 miles long and the cost for resurfacing will be 6.1 million dollars.
- On Route 46 near Hatcase Pond, the ²/₁₀-mile section of bad sight lines will be fixed in the next year.
- Traffic on I-95 to Bangor is growing. However, traffic volumes do not currently pose a problem.
- Nov 13th DOT meeting in Ellsworth to discuss traffic congestion problems.
- Access management rules to control access for entrances and driveways, will be posted November 1st, 2001 and will be out into effect January 1st, 2002. Information will be made available on the MDOT web page.

AGENDA 5: SUMMARY OF TRAFFIC FORECASTING AND ANALYSIS FOR THE ALTERNATIVES RETAINED FOR FURTHER CONSIDERATION

Mike Morgan, MDOT Planning Division, presented the traffic analysis. Please refer to his presentation attached and also available on the project website, http://www.i395-rt9-study.com

Ed Harrow expressed disbelief in the six fold increases in overall traffic forecasts and four fold increase in truck traffic forecasts, under the proposed possible alternatives. Mike Morgan said the increases are in diversions and not overall traffic. Mike said that the next step in preparing traffic forecasts for the study will be to take these traffic diversion, combine them with the preliminary traffic forecasts that were prepared as part of the needs for this study that was presented at a PAC meeting this past spring, and develop a complete summary of the traffic forecasts for the area. Most future growth consists of trips from Route 9 to I-395. The highest level of growth comes from Route 1 and 1A west of Route 46. Diversion projections would be reduced if the existing traffic volume were included in the analysis.

Ed Harrow asked if only diversion traffic was considered in the analysis, what would be the absolute increase over 30 years. Mike referred him back to his presentation in May where data for 1998 and 2030 projections were presented. The presentation is available on the project website.

Roger Raymond asked Mike to explain the diversion of 6,600 vehicles a day. Using data presented in May, the analysis shows the impact of diverting traffic under the proposed alternatives. Additional trips have been added to the data due to the establishment of a Wal-Mart in the area.

AGENDA 6: SUMMARY OF DOT'S RIGHT-OF-WAY AND APPRAISAL PROCESS

At the public meeting in September, Ray Faucher made available copies of the DOT's informational booklet on the appraisal process. He asked anyone who would like a copy to let him know.

Once a project has been defined, DOT informs each potentially affected property owner. If it is found that an individual's property is directly impacted, MDOT would begin its' right-of-way acquisition and appraisal process. All land on which a highway is built, if not already owned by the DOT, has to be acquired. DOT will make an assessment of the property to be acquired and assemble an offer based on fair market value. The offer would be based on recent sales figures of similar properties and the amount of property to be acquired. If a residence is to be acquired, DOT will work with an affected property owner early on in the process to look for suitable relocation so as not to delay the process. However, a proposed construction project cannot be advertised for bids until all of the needed property has been acquired through a condemnation process. MDOT tries to

minimize the displacements of residences wherever possible. MDOT compensates individuals for direct impacts only and does not compensate individuals for indirect or proximity impacts.

Melody Knadler asked what the procedure is for businesses affected by a new highway. Ray Faucher said the rules which cover businesses are similar to those that govern residential relocations.

AGENDA 7: NEXT STEPS AND ACTIVITIES

- Revisions had been made to the map since the last PAC meeting in July. The range of alternatives is the same but the satellite image was cleaned up so that the same range of alternatives can be seen on the map a little more clearly. The 1000 feet wide corridors originally developed to guide the development of alternatives have been removed, as they no longer serve a purpose. This revised map will be made available on the project website and copies will be provided to Brewer, Holden, Eddington, and Clifton
- Noise measurements were taken on September 24th. This data will be used in conjunction with the complete traffic forecasts to quantitatively predict future noise levels.
- After completing an analysis of traffic forecast and level of service (a measure of the quality of the traffic flow), the study will proceed with the detailed analysis of the few remaining alternatives retained for further consideration.
- The Maine Historic Preservation Commission is in the process of identifying features that may be eligible for listing on the National Register of Historic Places.

Bill mentioned many people have visited the project website. Should the PAC or public have any questions, they can call Ray Faucher, whose phone number is on the project website.

Several people have sent Ray Faucher emails. He noted that he knew he was a little late in responding to some emails but he would respond to all of them.

Jim Ring asked if an alternative could be included to compensate for the fact that most of the proposed alternatives only remove traffic off Route 46 and Route 1A. Mike Morgan said the study team will analyze the impact of traffic on each alternative.

Gerry Palmer asked if the study team planned on taking more noise measurements to give a better representation of the level of noise through the year. Bill said there is no plans to do so because traffic counts were also taken at the time the noise measurements were taken. The traffic counts taken at the time of the noise measurements will be compared to the peak traffic counts for the year and the noise results measured would be adjusted accordingly. The measurements were taken on a sunny day in the fall, before the leaves fell – an ideal time. Measurements during and after rain can affect noise levels.

Alan Bromley informed the study team and the PAC that he had met with the Holden planning board and joint selectmen committee. They request an alternative be added to those being considered: upgrade Route 1A and bypass Route 46. Bill Plumpton said the study team would study this suggestion.

AGENDA 7: QUESTIONS FROM THE PUBLIC

Ken Rogers, Holden:

I'm astounded by what I've heard tonight and at the public informational meeting in September. Millions of dollars will be spent to build a highway just to save truckers from Calais 6 minutes. Many acres of wetland and habitat will be destroyed in the process. Why should such a proposal be considered? The biggest traffic problem is on Route 1A and it is not addressed. Referring to the handout, how can there be an 8-fold increase in the annual average daily traffic between Route 9 east of Route 46 and Route 1A west, via Route 46. How many PAC members own property on land which could be impacted by the proposed alternatives?

4 PAC members raised their hands. To respond to Mr. Rogers's questions on the expected increase in traffic, Ray Faucher reiterated the figures presented are the diversions of traffic only and not the total traffic volumes. Mike Morgan added the projections across corridors were made by using the expected growth rates from the east-west corridors. Mike referred him back to his presentation from the meeting in May.

Susan Piers: One of the proposed alternatives runs through my patio. How do you define impact and what is a level of service?

Ray defined impact as an alignment directly touching someone's property. Level of service refers to the quantitative measure of the delay in flow of traffic. The DOT aims to achieve a level of C.

Sharon Byers, Holden: I own property along a proposed alternative. I have made

requests to be on the Public Advisory Committee. Why was I denied permission to serve on the PAC when I now see someone new on the PAC? Holden needs to be better

represented.

Ray Faucher explained that the PAC process is not a requirement. At the beginning of the study, PAC members were identified from a list of individuals in each community who were willing to serve on the advisory committee. Each town was provided with the list and was asked to suggest two to three representatives who could represent their community. Mr. Crawford went to his town officials and asked to become a PAC member. If your town asked for you to be invited to be a member of the PAC, we would

consider adding you to the PAC while keeping in mind our need to keep the group a manageable size. However, having a personal agenda is not good reason to be on the committee. The role of a PAC member is to identify local issues and concern and help DOT understand what is best for the entire community. They are a liaison to their community. This is why we try to have equal representation of each community on the PAC.

Ms. Byers:

The PAC is not a good liaison. I see members coming late to meetings, some are not present at meeting and do not keep up to date with the process. The public should be given more chances to interact. I will speak to my town officials.

Anthony Pelegree, Holden:

Earlier in the process, the town of Holden met and came to a consensus greatly favoring an alternative that has now been dismissed. The town government of Holden represents the interest of the entire town. Their stance should be given great weight. On another note, the traffic presentation is confusing. How can you take away 1,100 cars when there are only 325 today?

Mike Morgan explained that 775 trips are diverted from the trip between Route 9 and I-395 and 325 trips are diverted from the trip between Route 9 and Route 1A, adding to a total of 1,100.

In response to the first question, Ray Faucher said that the study team will go back to look at that alternative. The range of possible alternatives has to be considered equally and no alternative should be given greater weight because a political body favors it. The preferred alternative should be one which best meets the study purpose and needs at the least impact to both natural and man-made resources, that DOT can afford to build and can be supported by the local communities.

Mr. Pelegree: The town reports what is best for its community. This should be included in the study purpose and need.

Ray Faucher said that there are federal rules and regulations by which the MDOT has to abide. The proposed alternative has to be supported by an analysis showing that this alternative best meets the study purpose and need at the least impact to the human and natural environmental. Preferences of a community alone are not an acceptable standard for approval of an alternative.

Mr. Byers said the study team should provide everyone, especially PAC members with the traffic data instead of referring them to the meeting in May.

Judy Sullivan: (Referencing page 5 of Mike Morgan's presentation) I don't understand why there is no change in annual average daily traffic

between Route 9 east of Route 46 and I-395 via Route 9 in the year 2030.

Mike Morgan referred her back to page 3. In 1998, there were 775 trips made between Route 9E and I-395 via Route 46. The same trip via Route 9 (page 5) saw 1085 vehicles (excluding heavy trucks). Using the traffic demand model from the east/west study, forecasts were made for 2030. The model only includes the fastest travel time and distance.

Ms. Sullivan: Before the PAC was formed, a meeting was held where citizens expressed their concern over safety on Route 46. Is the PAC organized to address this concern?

The need to improve safety on Route 46 has been acknowledged and is part of the safety need for this study.

Sue Dawes from Holden asked if the study team is familiar with the details of the comprehensive plan for Holden.

Bill Plumpton informed her that the study team assembles information on people and the natural environment from comprehensive plans and uses it as a basis in developing a comprehensive understanding of people, features and trends in an area. Ray Faucher added there are federal laws established by NEPA instructing DOT on the process to follow. Ultimately, the proposed alternative is one that minimizes the impact to people and the natural environment. The proposal is accompanied by supporting results from the analysis.

Steve, the Development Director of Holden, asked the study team if he could be provided with a more detailed report of the upgrade of Route 1A and 4B between Route 1A and Route 9?

Ray said this alternative would be developed to the same level of detail of the other alternatives being considered and the information would be provided.

Judy Sullivan: Based on your experience, which takes greater precedence - Impact on wetlands or to property?

Ray explained that neither resource is favored and that discussions concerning impact balancing have not taken place. The agencies look for a balance of minimal impact to both the natural and human environment.

Hewlette Crawford asked about the accuracy of the traffic projections.

Mike Morgan said he was not involved in the east/west corridor study. As he mentioned in May, there was a team of 5 to 6 consultants who analyzed the traffic and economic

impact along that corridor. Corridor B was shown to be preferable in improving east/west traffic flow across the State of Maine.

Ed Harrow: Is it true that the purpose of the PAC is to advise and the ultimate decision is made by the DOT and Army Corp of Engineers?

Ray Faucher informed him it is FHWA who makes the final decision. Again, other states don't use a PAC process but MDOT values the input from citizens and communities. The PAC was formed to act as a community representative to inform the study team of issues affecting their community.

Sandi Duchesne: At the first PAC meeting, we established a few rules. Among them

is one that states that no one new should be allowed to join the

PAC unless someone else leaves.

Ray Faucher apologized for not being made aware of this. He took over the project after it had begun. He would like to keep the group manageable, with 2-3 members representing each community.

Scott Leach: Holden has spent a lot of time trying to reach a decision on the preferred alternative. If we are to make an informed decision, it would be helpful for PAC members to find out how they arrived at that conclusion.

Bill Plumpton said the study team welcomes suggestions and will study the feasibility of an alternative fairly. If the suggestion is not practicable, it would be dismissed with documented reasons. He reminded everyone that there is lots of work to be performed and people should try to avoid forming and discussing decisions to early in the study process before all information used in decision-making is available.

Stan Moses: Is there any new information, maps or spreadsheets other than what the PAC has received?

Bill Plumpton mentioned there is no new material for the PAC.

Joan Brooks: No offense to Mr. Crawford but it's my understanding is the board of selectmen for Eddington did not initiate the request to add someone new to the PAC. He approached the board.

Ray Faucher said Mr. Crawford said that he had indeed approached town officials and he didn't think it would be a problem to add one person to the PAC this early in the process. On other studies, a request like this has been rejected as it was made too late in the process.

The next PAC meeting is scheduled for Wednesday, December 19th.

I-395 Route 9 Transportation Study

Traffic Impacts
PAC Meeting – Oct. 23, 2001

The Traffic Impacts of Each Alternative

Discussion of:

- The travel time & travel distances between major origin / destination pairs which have been assigned to the alternatives.
- The travel demand for each alternative.
- The savings in vehicle-miles traveled.
- The saving in vehicle-hours traveled.

The traffic impacts for each alternative are measured by being compared to the existing alternative.

Comparison of travel time & travel distances between major origin / destination pairs.

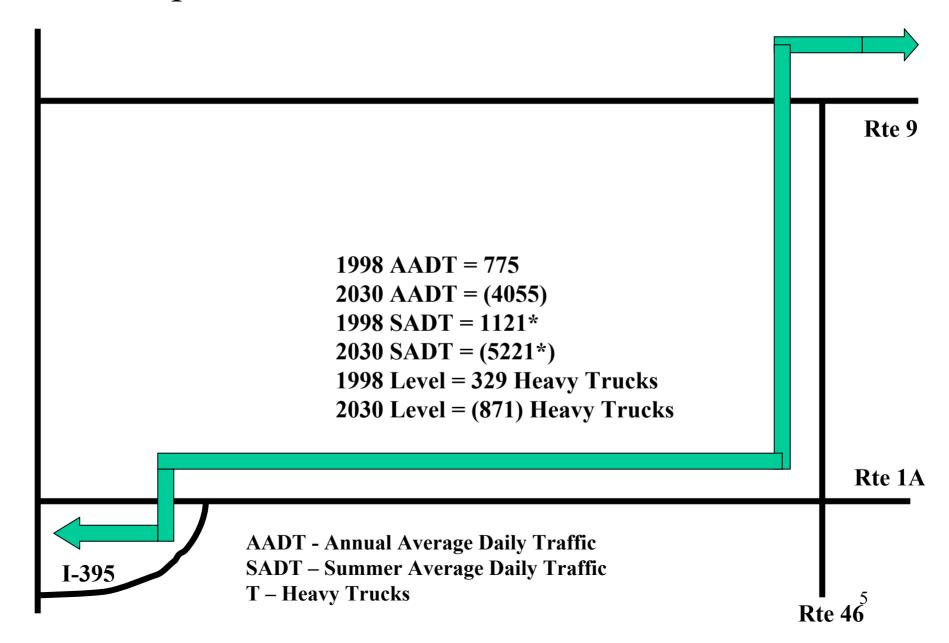
• Three major origin /destination pairs are assigned to all the alternatives:

Trips between:

- 1. Rte 9 (E/O Rte 46) and I-395 now using Rte 46.
- 2. Rte 9 (E/O Rte 46) & Rte 1A (W/O I-395) now using Rte 46.
- 3. Rte 9 (E/O Rte 46) & I-395 now using Rte 9 and downtown Brewer.

The fourth major origin / destination pair are trips between Rte 1A (E/O Rte 46) and I-395 are assigned to only Alternative 4B.

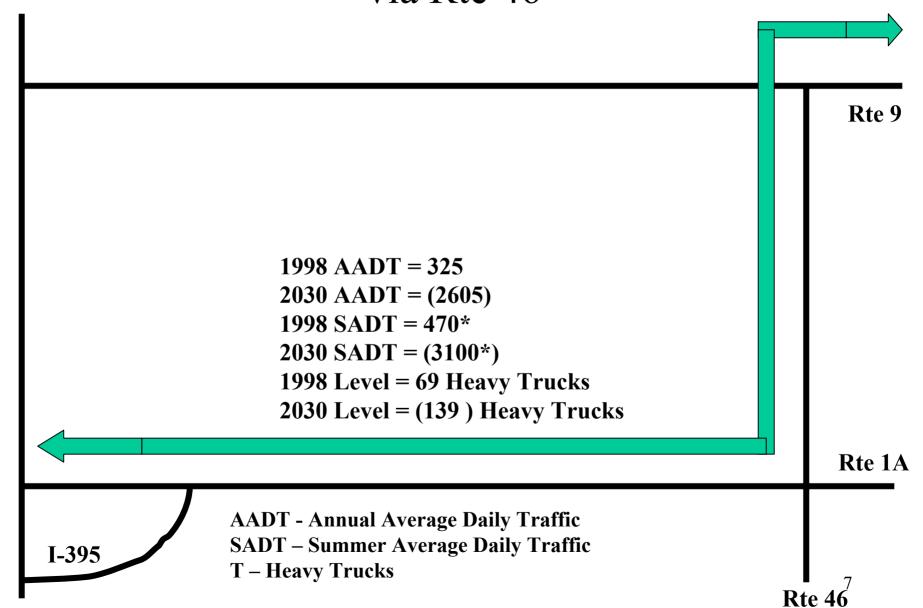
1. Trips between Rte 9 E and I-395 via Rte 46



1. Travel Time & Distances Between Rte 9 E & I-395 via Rte 46

		Rank		Rank
	Distance	Shortest	Time	Shortest
Alternative	Miles	Distance	Minutes	Time
3 AIK	9.41	2	10.26	1
3 Al	9.29 *	1	10.75	2
3EIK	10.03	4	10.94	3
3 El	9.91	3	11.43	4
3E 2C 2E	10.63	5	11.60	5
4B	10.85 *	8	11.86	6
2E 2C	10.71	6	12.61	7
2 B	10.71	6	12.84	8
Existing	11.80	9	17.89	9

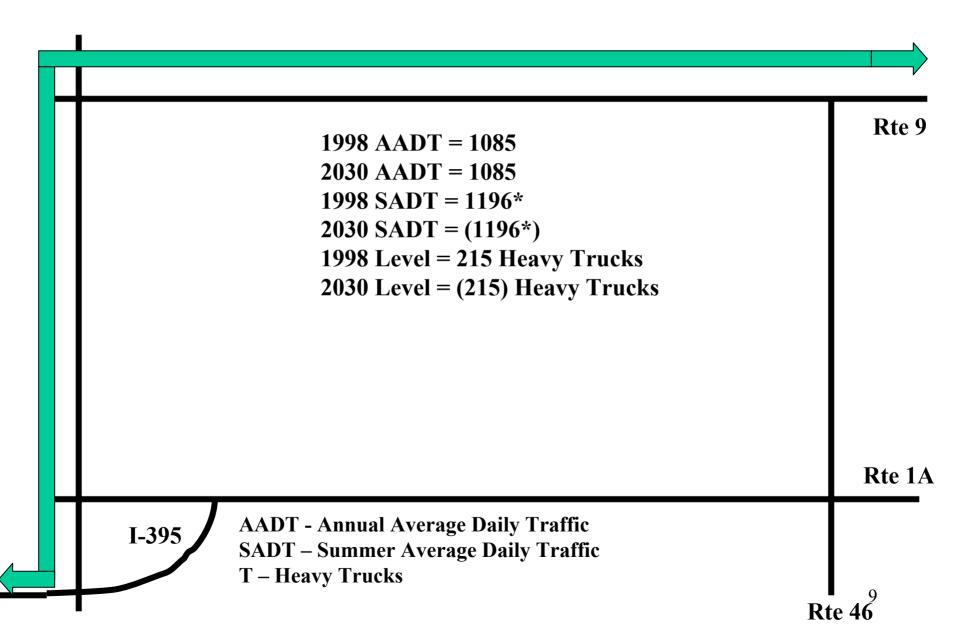
2. Trips between Rte 9 E and Rte 1A W via Rte 46



2. Travel Time & Distances
Between Rte 9 E & Rte 1A W via Rte 46

		Rank		Rank
	Distance	Shortest	Time	Shortest
Alternative	Miles	Distance	Minutes	Time
3 AIK	8.61	2	12.55	1
3 Al	8.49 *	1	13.04	2
3 EIK	10.83	6	13.23	3
3 El	10.71	5	13.72	4
3E 2C 2E	11.43	8	13.89	5
4B	10.22	4	14.15	6
3E 2C	11.51 *	9	14.90	7
2B	9.91	3	15.13	8
Existing	11.00	7	19.06	9 8

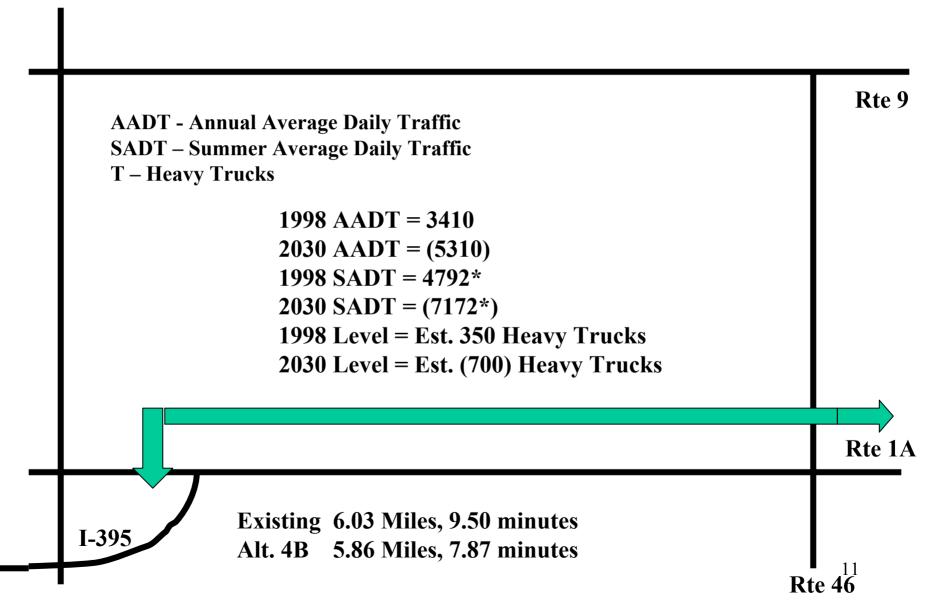
3. Trips Between Rte 9 E and I-395 Via Rte 9



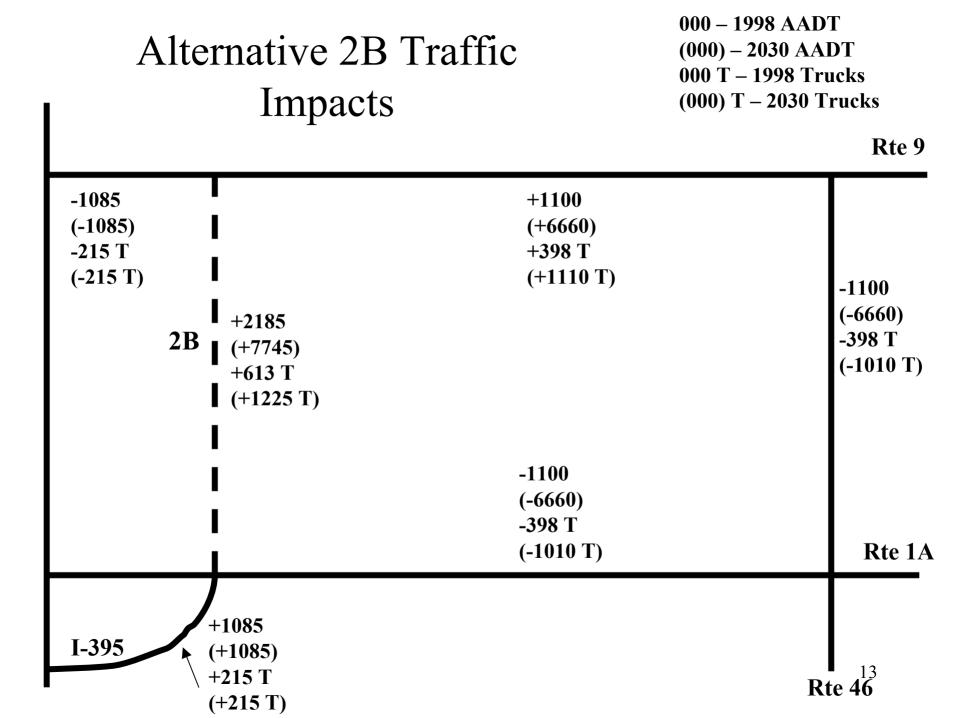
3. Travel Time & Distances Between Rte 9 E & I-395 via Rte 9

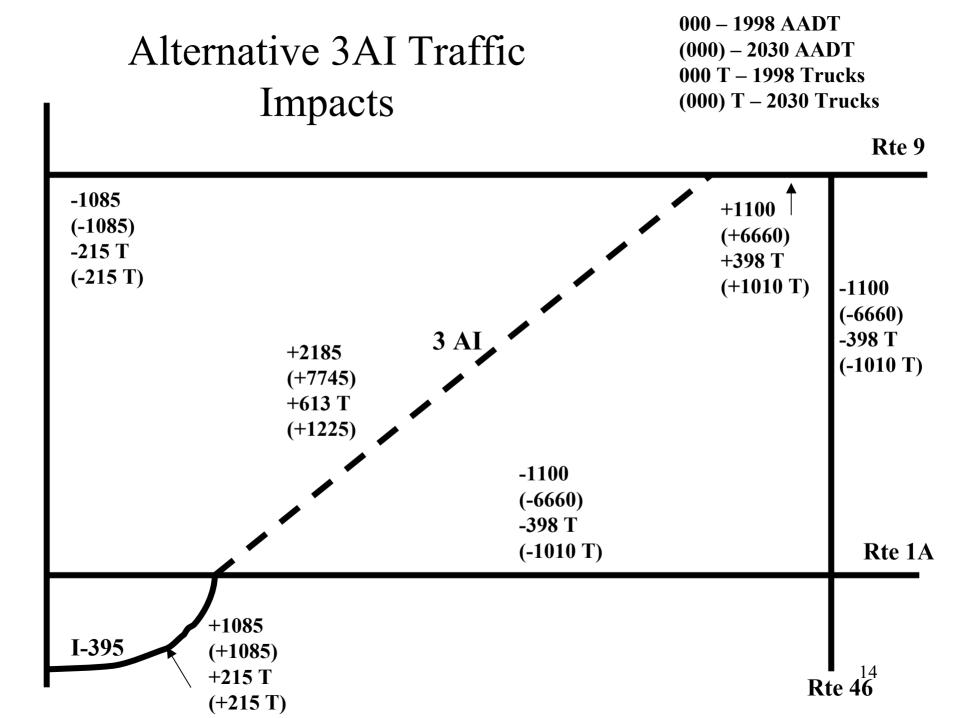
		Rank		Rank
	Distance	Shortest	Time	Shortest
Alternative	Miles	Distance	Minutes	Time
3 AIK	11.51	2	12.55	1
3 AI	11.39 *	1	13.04	2
3 EIK	12.13	4	13.23	3
3 EI	12.01	3	13.72	4
3E 2C 2E	12.73	8	13.89	5
4B	12.95 *	9	14.15	6
3E 2C	12.81	5	14.90	7
2B	12.81	5	15.13	8
Existing	12.29	7	19.06	9 ₁₀

4. Trips Between Rte 1A E and I-395 (Only Assigned to Alternative 4B)



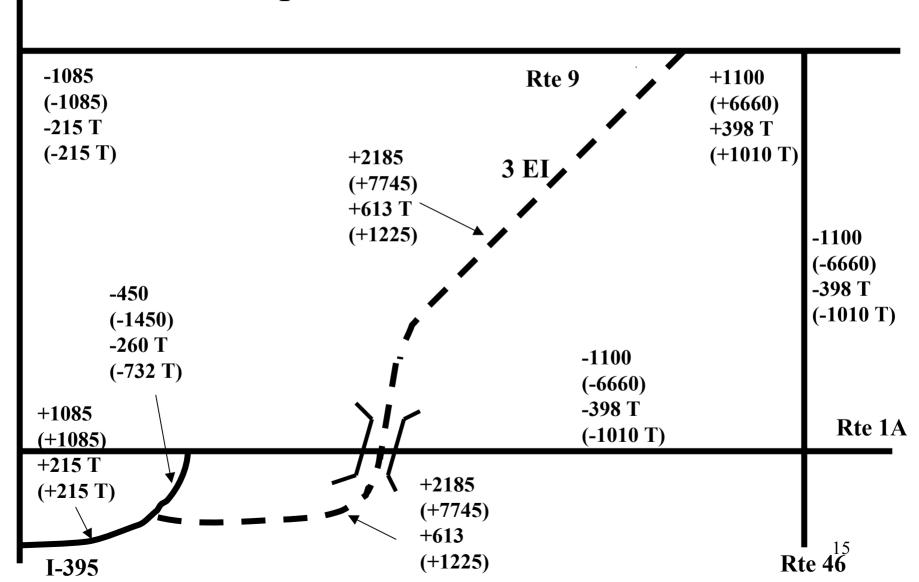
Travel demand for each alternative.





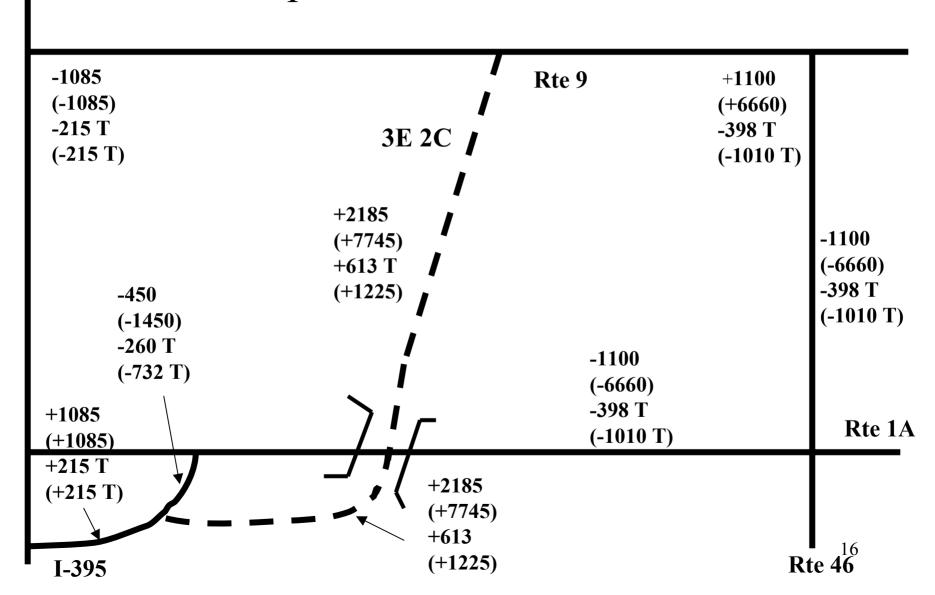
Alternative 3EI Traffic Impacts

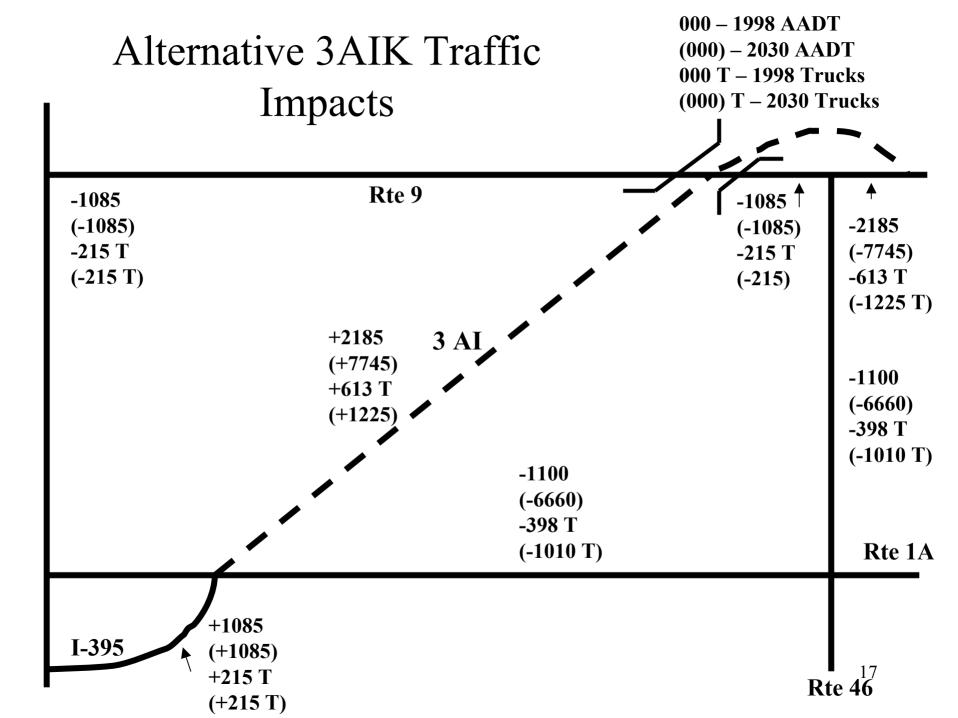
000 – 1998 AADT (000) – 2030 AADT 000 T – 1998 Trucks (000) T – 2030 Trucks

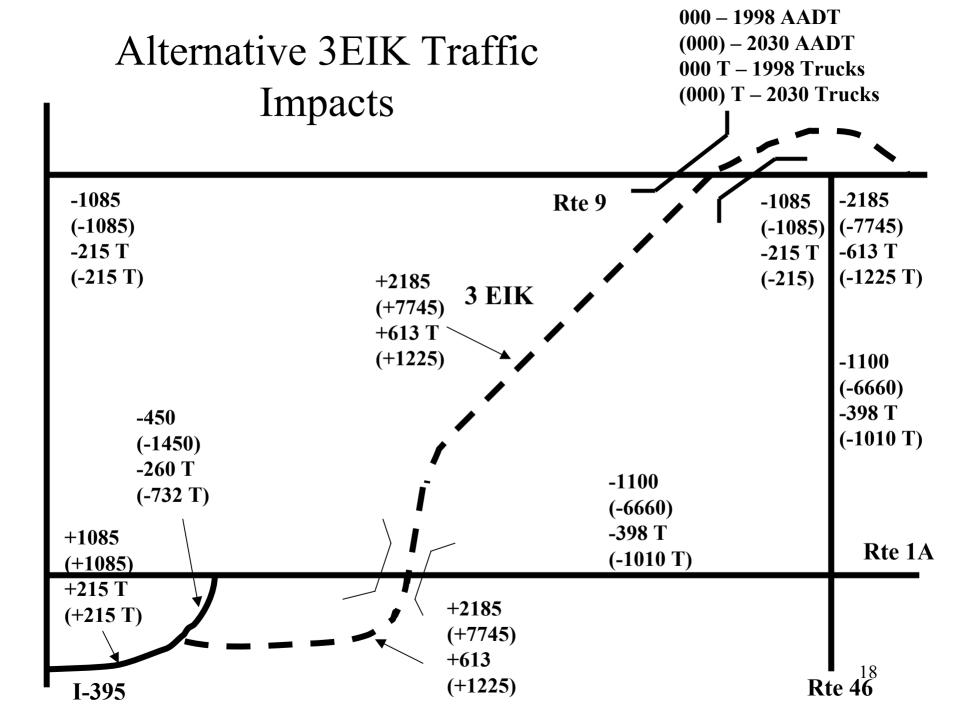


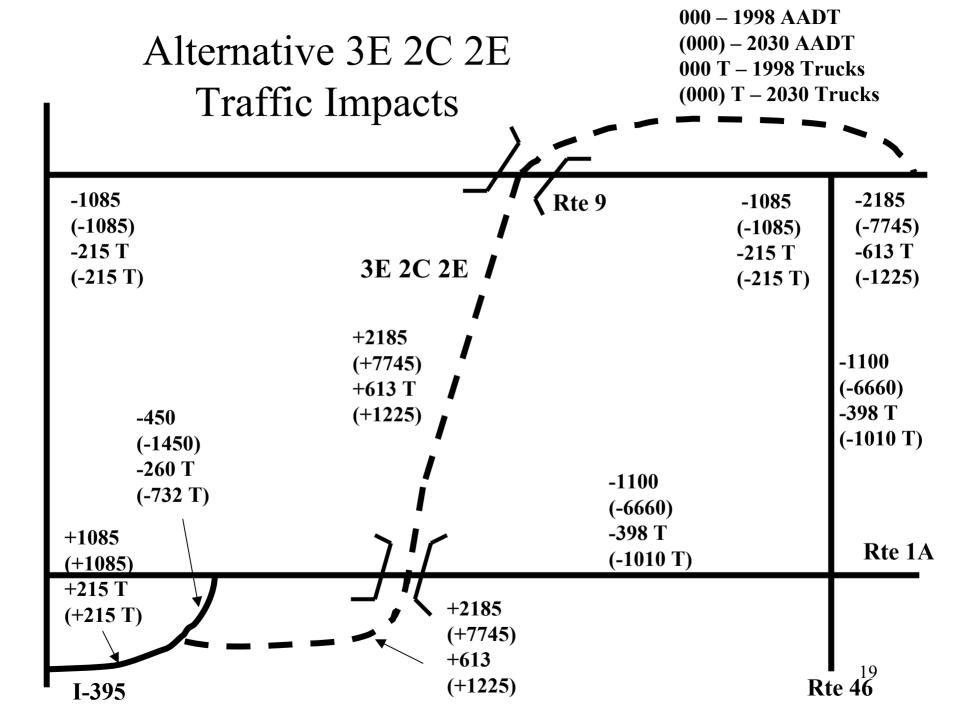
Alternative 3E 2C Traffic Impacts

000 – 1998 AADT (000) – 2030 AADT 000 T – 1998 Trucks (000) T – 2030 Trucks

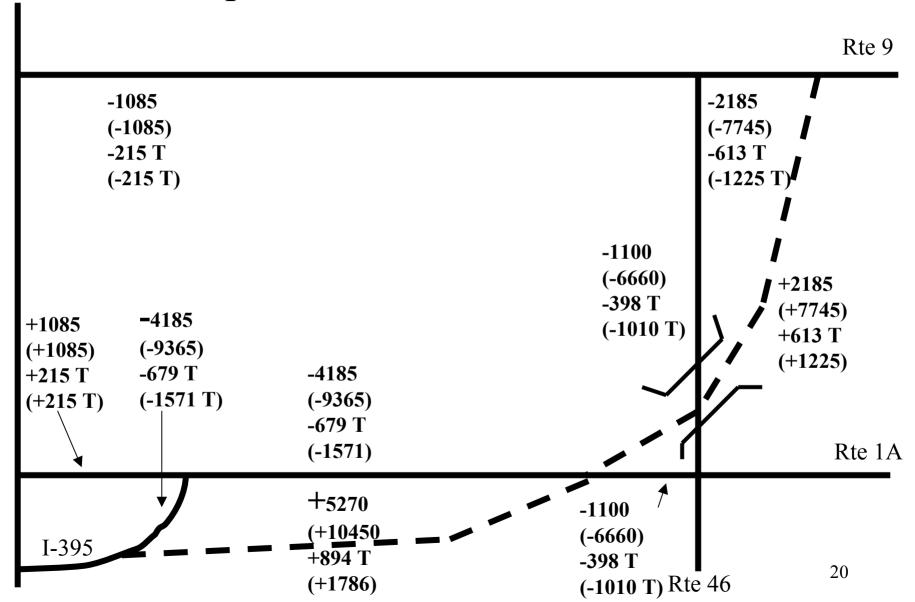








Alternative 4B Traffic Impacts



Vehicle-Miles & Vehicle-Hours Saved.

Comparison 1998 Vehicle Miles Traveled &

Vehicle Hours Traveled

		1998			1998
		Annual			Annual
		Vehicle			Vehicle
		Miles			Hours
Rank	Alt.	Traveled	Rank	Alt.	Traveled
1	3AI	-1,364,188	1	3 AIK	-94,026
2	3 AIK	-1,268,485	2	3AI	-87,513
3	3 El	-679,922	3	3 EIK	-81,547
4	3 EIK	-584,219	4	3 El	-75,034
5	4B	-311,473	5	3E 2C 2E	-72,775
6	2B	-231,702	6	4B	-69,536
7	3E 2C 2E	-105,704	7	2B	-59,733
8	3E 2C	-41,902	8	3E 2C	-59,350
9	Existing	0	9	Existing	₂₂ 0

Comparison 2030 Vehicle Miles Traveled &

Vehicles Hours Traveled

		2030			2030
		Annual			Annual
		Vehicle			Vehicle
		Miles			Hours
Rank	Alt.	Traveled	Rank	Alt.	Traveled
1	3AI	-6,457,982	1	3 AIK	-352,098
2	3 AIK	-6,118,751	2	3AI	-329,012
3	3 El	-3,183,968	3	4B	-303,536
4	3 EIK	-2,844,737	4	3 EIK	-292,486
5	2B	-2,443,748	5	3 EI	-269,399
6	4B	-2,215,824	6	3E 2C 2E	-261,390
7	3E 2C 2E	-1,148,582	7	2B	-230,540
8	3E 2C	-922,428	8	3E 2C	-213,803
9	Existing		9	Existing	23

- Alternatives AI and AIK save the most travel distance and travel time for the following major origin / destination pairs:
 - » Rte 9 E & I-395 via Rte 46
 - » Rte 9 E & Rte 1A W via Rte 46
 - » Rte 9 E & I-385 via Rte 9
- Alternative 4B is the only alternative that diverts traffic from Rte. 1A for trips between Rte 1A E & I-395 as it saves both travel time & distance.

• All alternatives divert the same origin / destination pairs from Rte 46:

- Rte 9 E & I-395 via Rte 46
- Rte 9 E & Rte 1A W via Rte 46
- Rte 9 E & I-395 via Rte 9

• All the alternatives except for the Eddington bypass alternatives (3 AIK, 3 EIK & 3E 2C 2E) add traffic to Route 9 between Rte. 46 & the by-pass alternative.

• All the alternatives would reduce the number of heavy trucks using Route 46 between Rte 9 and Rte 1A and downtown Brewer via Route 9.

• Alternatives AI & AIK save the most vehicle-miles traveled & vehicle hours traveled.

• All alternatives reduce the same number of trips from the Holden – Route 1A & Route 46 Intersection.

• Remember that the transportation impacts are only one factor in the decision making process.

Any Questions?



Maine Department of Transportation I-395 / Route 9 Transportation Study

December 19, 2001 Public Advisory Committee Meeting



Contact Susanna Liller at 1-800-370-2458, extension 112 *Meeting Minutes,*

December 19th, 2001, at the Eddington School 7:00-9:00 pm PAC Meeting #10

Public Advisory Committee (PAC):

Alan Bromley
Rick Bronson
Joan Brooks
Rodney Buswell
Ellen Campbell
Manley DeBeck, Jr.
Sandi Duchesne
Ed Harrow
Linda Johns
Melody Knadler
Scott A. Leach
Stan Moses
Charles Plummer
Roger Raymond
Jim Ring

Not in attendance:

Keith Guttormsen Gerry Palmer Al Skolfield

Study Team:

Richard Bostwick, MDOT
Jeraldine Chow, Barton & Gingold
Raymond Faucher, MDOT
Susanna Liller, Barton & Gingold
Fred Michaud, MDOT
Mike Morgan, MDOT
William Plumpton, Gannett Fleming
Dale Doughty, MDOT

Susanna Liller opened the 10th PAC meeting. She reminded the public the meeting is for the PAC but the public is welcome to comment during the public question and answer session towards the end of the meeting.

AGENDA 1: OLD BUSINESS

Minutes from the last meeting

Bill Plumpton corrected a mistake on **page 2** of the minutes of the last meeting in October. It should read, 19% would exceed the design criteria of 3%.

Bill apologized for not sending materials for this evenings meeting in advance and distributed:

- A matrix showing the "Summary of Preliminary Impacts and Feasibility of the Range of Reasonable Alternatives Retained for Continued Screening"
- A map with the "Range of Reasonable Alternatives Retained for Continued Preliminary Screening"

Bill gave the PAC a few minutes to review the new material and said he would explain the changes when he reviewed Alternative 1-4B and its impacts, item 3 on the agenda.

Review Where We Are in the Study Process

Currently, the study team is in the refinement stage of analyzing ten build and a no build alternative.

AGENDA 2: REVIEW OF PAC FUNCTION AND OPERATING PROCEDURES

Susanna Liller reminded everyone that at the first PAC meeting, there was a lot of discussion about the ground rules and the importance of participation. The PAC had agreed on the importance of PAC members to make the commitment to be present at every meeting. PAC participation is important because the study team depends on these representatives to provide input to the study that the study team may otherwise be unaware. They are also responsible for providing the public with information gathered from committee meetings.

AGENDA 3: REVIEW OF ALTERNATIVE 1-4B AND ITS IMPACTS

Bill Plumpton explained that there have been two structural changes to the matrix and map. Alternative 1-4B was added and the alternatives were rearranged in numerical order. As a reminder, Bill reviewed the cross section used for alternatives on new alignment and the upgrade and partial upgrade alternatives. For alternatives on new alignment, MDOT would acquire the necessary right-of-way to ultimately accommodate a four-lane divided highway. MDOT would design and seek approvals for a four-lane divided highway as part of this study. Initially, MDOT would build two lanes and use them for both eastbound and westbound traffic. When traffic volumes increase to the point where additional highway capacity is needed, MDOT would construct the remaining two lanes within the right-of-way acquired as part of this study.

For Alternative 1, the upgrade alternative, a highway cross section using four lanes without a median or center turn lane has been used. For Alternative 1-4B, four lanes without a median or center turn lane was used for the portion on Route 1A; for the portion on new alignment, the new alignment configuration was used.

Ellen Campbell asked if it was appropriate to study a four lane roadway with an additional turning lane on Route 1A. Bill concurred that it wasn't appropriate as MDOT believes that an improved Route 1A would be a safer road without a dual center turn lane. Bill also said that MDOT would revisit the discussion of the cross section of Route 1A with the PAC if Alternative 1 and/or Alternative 1-4B are retained for detailed analysis.

Bill described the impacts of Alternative 1-4B:

- Wetland impacts are approximately 30.5 acres. This is important to note, = as the regulations governing the protection of waters generally requires that the alternative with the least impact to waters be identified as the preferred alternative for satisfying the study purpose and needs. Waters include wetlands
- Floodplain impacts are approximately 1.1 acres, low compared to other alternatives. Along with wetlands, there is also a need to avoid impact to floodplains
- With 9 residential displacements, this alternative incurs the highest impact to residents
- A total of approximately 221 acres would be required for this alternative
- Does not satisfy DOT's design criteria for slope
- 3.4 million cubic yards of earth would have to be moved to build Alternative 1-4B (lower than Alternative 4B)

At the last meeting, the Town of Holden asked MDOT to develop this alternative, using existing sections of Route 46, where possible. Bill said using existing sections of Route 46 was considered in the development of this alternative, however useable existing sections turned out to be very short in length and was not practical for this study given its purpose and needs.

Bill asked Alan Bromley if this is what the town had envisioned when they made this suggestion to the study team.

Initially, Mr. Bromley agreed but requested more time to review the details of the alternative.

Scott Leach questioned the total acreage listed in the matrix for Alternative 3E-2C. Bill Plumpton apologized for the mistake and said that it is supposed to be 166 acres.

AGENDA 4: REVIEW RANGE OF ALTERNATIVES AND DECISION-MAKING FRAMEWORK

The identification of a preferred alternative generally occurs after the Environmental Assessment has been circulated for public and agency review and comment, public hearing held, and responses made to comments offered on the Environmental Assessment.

Ellen Campbell asked for the permission of Michael R. Waugh, a traffic and transportation engineer, to ask a question?

Michael Waugh, Surry:

Going through some of the data provided to the PAC, I noticed that the study was conducted using 10-foot contour intervals. In our review, we have found several instances where the 3% grade criteria do not seem to match evidence in the field. We feel the study team does not have enough data to throw out Alternative 1.

Ray Faucher acknowledged the letter Mr. Waugh had sent to MDOT addressing this issue. He apologized for not having responded to the Town of Holden to date but assured him that the Town would receive a written response.

Bill acknowledged that the alternatives were developed using a 10-foot contour interval. This information was supplement with elevation data that was collected for this study. The approach used in this study for developing alternatives is consistent with other studies and industry standards. The same approach or methodology was used for all of the alternatives developed to date to allow an equal comparison of potential impacts to all alternatives. To develop an alternative using a different methodology or to a different level of detail would not allow an equal comparison between alternatives. Bill added that neither Alternative 1 nor Alternative 1-4B has been dismissed from further consideration. Charles Plummer asked if a new alternative could be advanced, at any time, by anyone. Also, he asked the study team to inform the public of the decision making power of the resource agencies.

Bill Plumpton said that any time someone has a suggestion for a new alternative for satisfying the study purpose and needs with less adverse impact than those being considered, MDOT has to study it to the point of dismissing it, and documenting the reasons why it was dismissed, or retaining it for detailed analysis. In response to his second question, Bill commented that during the final design stage, MDOT would complete permit applications required by the natural resource agencies. The agencies that govern the protection of surface waters and wetlands have considerable influence over the identification of the preferred alternative.

AGENDA 5: SUMMARY OF TRAFFIC FORECASTING AND LEVEL OF SERVICE ANALYSIS FOR THE ALTERNATIVES RETAINED FOR FURTHER CONSIDERATION

Mike Morgan, MDOT Planning Division, presented the traffic analysis. Please refer to his presentation, attached, and also available on the project website, http://www.i395-rt9-study.com.

Building on his presentation in October, Mike made the following points:

- Alternatives 3AI and 3AIK have the shortest travel distance and time for travel between Route 9E and I-395 via Route 46 and between Route 9E and Route 1A W via Route 46
- Alternatives 3AI and 3AIK will have the shortest miles and hours traveled in the year 2030
- Traffic predictions show it would warrant a four lane roadway on Route 1A in the year 2030
- The through movement of traffic on Route 1A between Ellsworth and Bar Harbor will be heavy in the year 2030. With improvements to Route 1A, the level of service (LOS) can be improved from a LOS F to C
- All alternatives except for the upgrade, would make traffic take the same turns on Route 1A and Route 46
- The time horizon of the projected volumes of traffic warranting a four lane roadway for location 1 is 10 years and 20 years in location 2

Ed Harrow: Under diagram D, if you're doing any one of those alternatives, would it still be a level of service C on Route 1A and Route 46?

Mike agreed. He said both intersections would be brought up to a level of service C no matter which alternative is selected.

AGENDA 6: RESOLUTION FROM THE CITY OF BREWER

Manley DeBeck read a resolution from the City of Brewer, to MDOT. The essence of the resolution is as follows: At the November meeting, the City Council unanimously voted to express their support for a limited access connector between I-395 and Route 9 to address local and regional transportation needs. They are not supporting any one alternative because it is too early in the process.

Ray Faucher thanked the City of Brewer for their support.

Ed Harrow: Is it fair to say that the no build alternative was not considered?

Mr. DeBeck: The no-build alternative does not solve the problem. It is not a consideration for the City of Brewer.

Ellen Campbell asked if the upgrade alternative would be considered by the City of Brewer. As she read the resolution, it mentions only alternatives on new alignment, although she said she might be reading the resolution too literally.

Manly said that she may be reading the resolution too literally and the City of Brewer has not dismissed the possibility that existing roads could be improved to the point of satisfying the purpose of this study.

Bill Plumpton mentioned that by law, the no-build alternative has to be studied and its consequences fully developed. Impacts have to be developed for all alternatives, including the no build for the year 2030.

AGENDA 7: NEXT STEPS AND ACTIVITIES

Bill explained that MDOT needs to narrow down the number of alternatives prior to starting detailed analysis; ideally only a couple of alternatives, in addition to the no-build alternative, are considered in detail. To date, MDOT has tried to keep the best member of each family of alternatives: No-build, Alternatives 1, 1-4B, 2B, 4B and one from the family of 3s. Bill suggested dismissing Alternatives 3E-2C and 3E-2C-2E because, in terms of vehicle miles and hours traveled, it is far less effective than some of the other alternatives in the family of 3s and these two alternatives would result in some of the largest impact to people.

Rick Bronson: I suggest dismissing Alternative 2B.

Manley DeBeck supported Mr. Bronson's point. Bill Plumpton suggested concentrating on the family of 3s to dismiss all but the best one and revisiting Alternative 2B later in the study.

Ray Faucher said that if members of the PAC agree with the recommendations, the study team would present this decision to the resource agencies. The resource agencies should approve the elimination of these alternatives based on the evidence presented to them.

Bill explained that further study suggested that Alternatives 3AI and 3AIK are superior to Alternatives 3EI and 3EIK in terms of traffic and impacts to people.

Ellen Campbell: I think Alternative 3A is a problem. Alternative 3E may be a little

more desirable than Alternative 3A.

Alan Bromley: Alternative 3A crosses Eastern Avenue twice.

Bill Plumpton said the cumulative effect of vehicle miles and hours traveled is an important factor to consider.

Rodney Buswell: What would happen with the existing section of Route 1A and I-395?

Bill answered that they would crossover, with no interchange or points of intersection. Ray added that when Alternative 3A was proposed, local roadways would be crossed with a bridge. No traffic would be able to enter or leave Eastern Avenue from that bridge.

Jim Ring: The numbers in terms of vehicle miles savings looks to be quite different.

The major difference between Alternatives 3AI and 3EI is the intersection at Route 1A. This is why there are additional vehicle miles traveled. There are also some major developments going in on Route 1A.

Ed Harrow: What effect do you anticipate from the Eastern Highway expansion and Wal-Mart?

Mike Morgan said he looked at new trips. The data presented would not have to be altered

Alan Bromley: I'm not pushing to take Alternative 2B off the table. At least one

member from each family of alternatives should remain on the

table.

Bill said the study team would reflect on the differences between the alternatives beginning with 3A and 3E and that both would be retained at this time. He continued to explain the next steps of the study:

- Consider the effectiveness of the alternatives in satisfying the study purpose and needs. Some additional dismissal of alternatives needs to take place so that not all 9 remaining alternatives are studied in tremendous detail
- Examine secondary impacts
- Begin working on sections of the Environmental Assessment

Sandi Duchesne:

Whichever alternative is selected, everyone should keep in mind that it will inevitably go through someone's town. We can't simply eliminate an alternative because of this.

Manley DeBeck:

The Chair of the Transportation Department responded to the letter from the City Council. He emphasized the need to make the decision in a timely fashion as there is now money allocated for this project.

AGENDA 8: QUESTIONS FROM THE PUBLIC

Terry, Holden: I want to make sure that when Federal Highway

Administration (FHWA) builds this road, you realize that you are facilitating the ease of transporting goods throughout and between states at the expense of people's

homes. What do we gain by this?

Dutch Smith, Holden: Alternative 3E goes through Bogg Pond, a habitat for

several endangered species. He asked if how endangered

species habitat is considered in this study.

Bill Plumpton said habitat for endangered species was given the highest priority, along with several other features, in the fundamental development of broad corridors. The charge was to avoid impacts to these areas during the development of the corridors for initial study. At this early point in the study, the study team relies on information from the federal and state agencies charged with protection of endangered species. Later in the study, when few alternatives are being considered in detail, additional field investigation into potential threatened and endangered species can be performed.

Steve, Holden: Regarding Alternative 4B, were you taking into account the

traffic continuing on to Ellsworth?

Mike Morgan responded yes and that a 55 mph was assumed on the new facility. Ray Faucher added it is unlikely that the speed limit would be raised near the business district.

Mr. Gardner, Brewer: What does MDOT consider to be the top 3 alternatives? He said that, from his review of the matrices, that MDOT has plenty of information to identify a preferred alternative at this point. He suggested that the study team place weighting of importance to each factor and sum the results to identify a preferred alternative.

Ray Faucher said the study team is currently studying 9 alternatives without any preferences or biasness. There needs to be a balance between environmental impacts and transportation benefits to evaluate the different alternatives. Bill added that the industry use to depend on weighted rankings, but has discontinued this because it was forcing project sponsors to carry out projects that were not suitable. MDOT is trying to get feedback from the public to make an informed decision.

John Bryant, Holden: How do comprehensive plans factor into the study?

Ray mentioned that all comprehensive plans from towns have to be considered. In this study, information from the comprehensive plans was used to develop the baseline of features and facilities that were then considered and used prior to the development of alternatives for satisfying the study purpose and needs. He said that the comprehensive plans for the Towns could be reviewed in their entirety at some point in the study.

Ed YoungBlood, State Senator from Brewer:

Looking at Alternative 4B, would you have to take the old road if you want to go to Bucksport coming off Route 9?

Bill agreed that would be the case.

ANNOUNCEMENTS

There will not be a meeting in January. The PAC will continue to meet every 3rd Wednesday of the month, unless otherwise stated. The meetings for year 2002 will be held on the following nights:

Feb 20th March 20th April 17th May 15th August 21st
December 18th September 18th June 19th July 17th

October 16th November 20th

Summary of Preliminary Impacts and Feasibility of the Range of Reasonable Alternatives Retained for Continued Screening November 2001

Purpose and Needs Physical and Biological Environment RANSPORTATION yes yes 0.1/23.1 3/28.7 5/0 156.3 1.4 13.8 51.4 1-4B¹ yes 31.1 3.2/30.5 5/31.1 8/0 157.1 0.0 221.0 0.0 1.1 7.1 35.8 0 yes yes yes 27.8 4.1/24.4 5/27.8 6/2 92.5 0.0 120.0 0.0 10.5 0 17.1 23.3 0 10.3 10.5 yes 43.0 1.6/36.8 3/43.0 5/2 141.3 2.9 156.3 0.0 5.9 0 50.3 7/2 180.2 2.9 0.0 10.3 7.5 20.7 3AIK yes 1.6/42.8 3/50.3 200.1 0 **STUDY** 3.2 7.4 2.4 10.4 yes yes 4.5/39.4 8/39.5 172.3 182.1 7/0 3.2 7.4 20.5 yes yes 4.5/45.5 8/46.8 211.3 225.9 0 4.1 yes 22.4 3.6/20.0 11/22.4 9/0 150.3 0.1 166.5 0.0 6.4 0 3.2 124.7 0 yes 30.8 3.6/27.1 11/30.8 12/0 208.6 0.1 233.3 0.0 6.4 4.8 133.4 3E-2C-2E yes yes 0 0

8.0

9.2

24.8

Land Use								Cultural Resources Engineering Feasibility																
	Allemaine	Resid	So Jejuos	Agricultural acres	Oth.	Ter Land Acres y	Part and acres.	Commercial	a Displacements	Archae	Acorolog Areas (e.s.	History	Salish, C. Properties (Pach)	Length Criticals Vicesho	Bridge Milles	Cut m		Not Earth	Cubic Antilions Co.	Deepost Cut (See	Mily Isodeso	(16) Columbia Columbia	4 Verage Ssings	or John Street
No-build													no											
1¹	6.1	42.1	13.8	40.3	54.0	156.3	5	0	0				no	10.2	5/1,313	0.66	0.35	0.31	16	25	16	1.81	0.86	
1-4B ¹	5.7	24.4	7.1	157.1	63.9	221.0	9	0	0				no	10.2	7/1,845	2.95	3.04	-0.09	112	86	12			
2B	0.0	4.9	17.1	92.5	5.5	120.0	3	0	0				yes	5.8	7/4,354	0.89	0.91	-0.03	37	29	4			
3AI	0.0	4.6	5.9	141.3	4.6	156.3	3	0	0				yes	7.0	8/4,645	1.40	1.74	-0.35	62	39	4			
3AIK	0.0	6.4	7.5	180.2	6.0	200.1	4	0	0				yes	9.2	9/4,814	1.77	2.13	-0.35	62	39	5			
3EI	1.5	0.7	2.4	172.3	5.0	182.1	1	0	0				yes	8.2	9/3,779	1.52	1.81	-0.29	66	37	3		0.44	
3EIK	1.5	2.5	4.1	211.3	6.4	225.9	2	0	0				yes	10.4	10/3,948	1.90	2.19	-0.29	66	37	4		0.55	
3E-2C	1.5	5.6	3.2	150.3	6.0	166.5	4	0	0				yes	7.8	8/3,607	1.18	1.24	-0.07	44	34	4		0.62	
3E-2C-2E	1.5	11.7	4.8	208.6	6.7	233.3	6	0	0				yes	10.7	12/4,440	2.15	2.21	-0.06	45	39	8			
4B	0.0	12.6	9.2	297.4	7.4	326.7	4	0	0				yes	11.0	11/3,486	7.67	7.43	0.24	114	120	9	1.71	0.54	

Notes

45.0

yes

yes

2.3/35.9

7/45.0

297.4

2.4

326.7

0.0

¹ Four lane cross-section on Route 1A.

² Hydric soils were considered to be wetland areas.

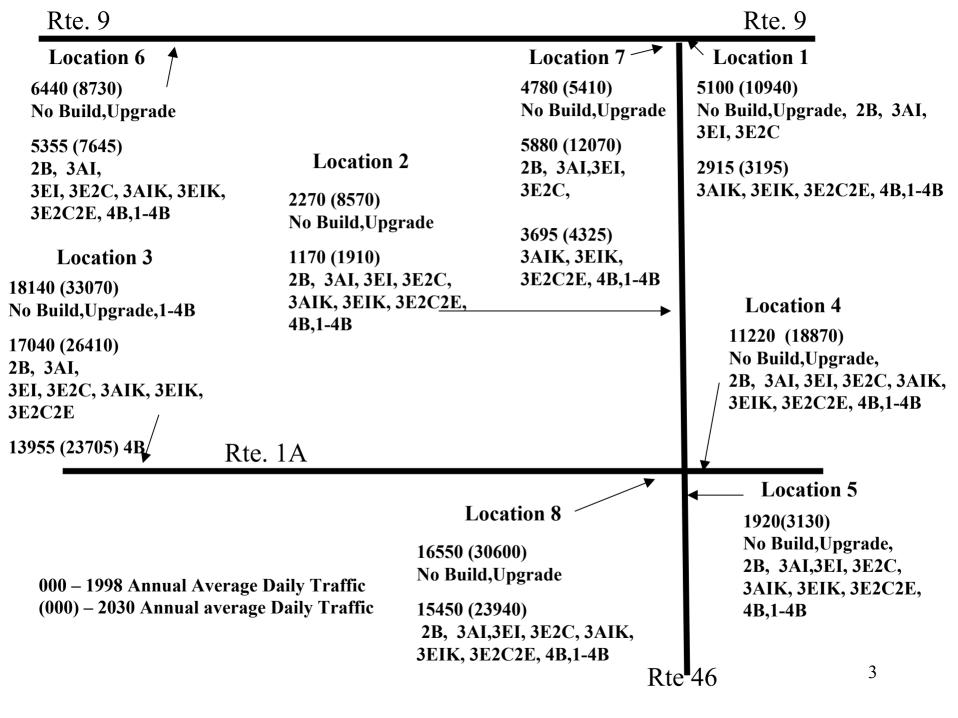
³ A residence was considered displaced if it was directly impacted by an alternative.

I-395 Route 9 Transportation Study

Capacity Analysis
PAC Meeting – Dec. 19, 2001

Discussion

- 1. Residual volumes from +/- diversion analysis.
- 2. Major Origin / Destination Pairs Travel Distance & Time
- 3. Updated VMT and VHT.
- 4. Roadway sections Design Hour Volumes
- 5. Intersection Level of Service.



1. Travel Time & Distances Between Rte 9 E & I-395 via Rte 46

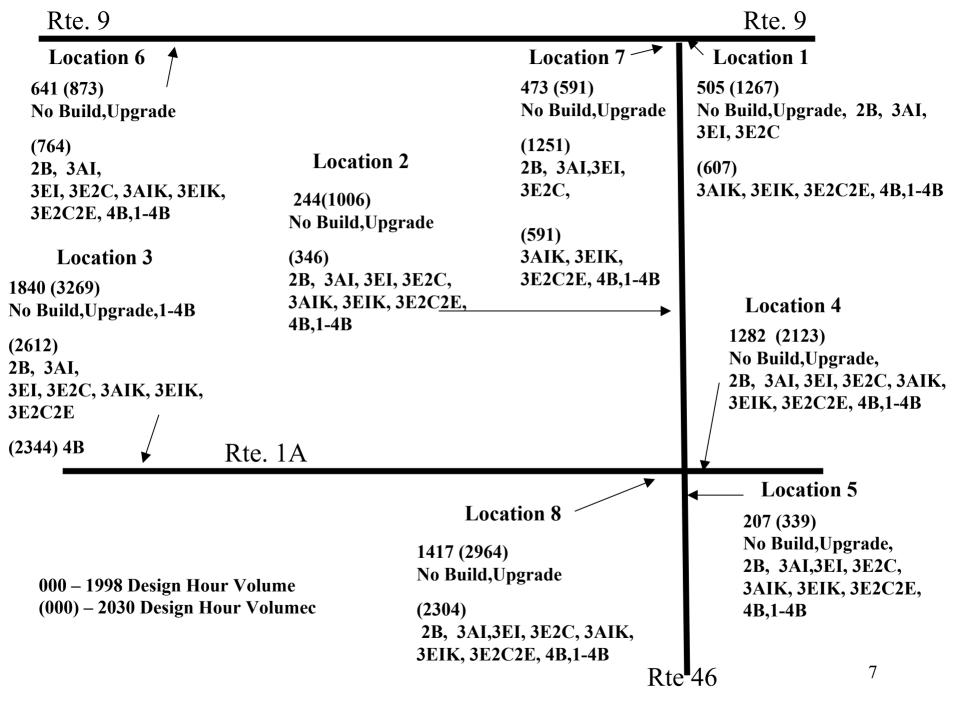
		Rank		Rank
	Distance	Shortest	Time	Shortest
Alternative	Miles	Distance	Minutes	Time
3 AIK	9.41	2	10.26	1
3 AI	9.29	1	10.75	2
3EIK	10.03	4	10.94	3
3 El	9.91	3	11.43	4
3E 2C 2E	10.63	5	11.60	5
4B	10.85	8	11.86	6
2E 2C	10.71	6	12.61	7
2 B	10.71	6	12.84	8
1-4B	11.02	9	12.84	9
Upgrade	11.80	10	15.99	10
Existing	11.80	11	17.89	11

2. Travel Time & Distances Between Rte 9 E & Rte 1A W via Rte 46

		Rank		Rank
	Distance	Shortest	Time	Shortest
Alternative	Miles	Distance	Minutes	Time
3 AIK	8.61	2	9.39	1
3 AI	8.49	1	9.88	2
3 EIK	10.83	7	11.81	3
1-4B	10.22	4	11.97	4
2B	9.91	3	11.97	5
3 El	10.71	6	12.30	6
3E 2C 2E	11.43	10	12.47	7
4B	10.22	4	12.62	8
3E 2C	11.51	11	13.48	9
Upgrade	11.00	8	15.12	10
Existing	11.00	9	17.02	11

Comparison 2030 Vehicle Miles Traveled & Vehicles Hours Traveled

		2030			2030
		Annual			Annual
		Vehicle			Vehicle
		Miles			Hours
Rank	Alt.	Traveled	Rank	Alt.	Traveled
2	3 AIK	-6,118,751	1	3 AIK	-352,098
1	3AI	-6,457,982	2	3AI	-329,012
6	4B	-2,215,824	3	4B	-303,536
4	3 EIK	-2,844,737	4	3 EIK	-292,486
3	3 EI	-3,183,968	5	3 EI	-269,399
8	3E 2C 2E	-1,148,582	6	3E 2C 2E	-261,390
10	Upgrade	0	7	Upgrade	-253,386
5	2B	-2,443,748	8	2B	-230,540
7	1-4B	-1,567,401	9	1-4B	-226,250
9	3E 2C	-922,428	10	3E 2C	-213,803
11	Existing	0	11	Existing	0



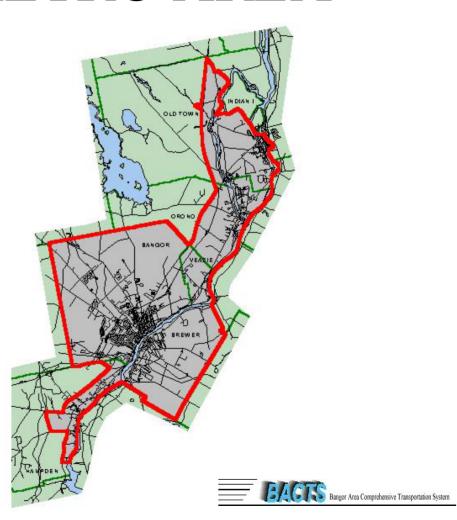
HIGHLIGHTS OF BACTS 6-YEAR PLAN

I-395 Public Advisory Committee
February 20, 2002
Sandi Duchesne, P.E.

BANGOR METRO AREA

Bangor Brewer Veazie Indian Island Old Town* Orono* Hampden*

*Urban portions only



WHAT BACTS DOES

- Biennial Transportation Improvement Plan (BTIP), 6-year & 20-year plans for metropolitan area
- Technical assistance to municipal staff
- Major area transportation studies
- Model transportation network to predict future needs



TECHNICAL ASSISTANCE

- Pedestrian & bicycle improvements
- ADA compliance
- Traffic counts
- Pavement management
- Traffic signal synchronization
- Coordination of major transportation studies



MAJOR STUDIES

- I-395 extension study
- Wilson Street corridor, Brewer
- Transit study -- expanding times/routes
- JARC on Outer Wilson -- new transit route paid out of developer fees & grant money
- Passenger train or bus to Acadia (MDOT)
- New access road to airport



DOWN THE ROAD...

- Carpools and vanpools
- Encouraging use of multimodal and alternative modes of transportation
- Integration of transportation, land use and business development planning
- Intelligent Transportation Systems (ITS)



FOR MORE INFORMATION:

BACTS

One Cumberland Place, PO Box 2579

Bangor, ME 04402-2579

Telephone: 207-942-6389

Toll Free in Maine: 800-339-6389

Website: http://www.emdc.org/bacts.htm



Town of Holden

Comprehensive Plan Overview

Town of Holden Comprehensive Plan

Revised and adopted in 1995

Zoning and Subdivision Ordinances revised in 1996 to reflect the 1995 Comprehensive Plan

Previous versions adopted 1979, 1981, and 1989

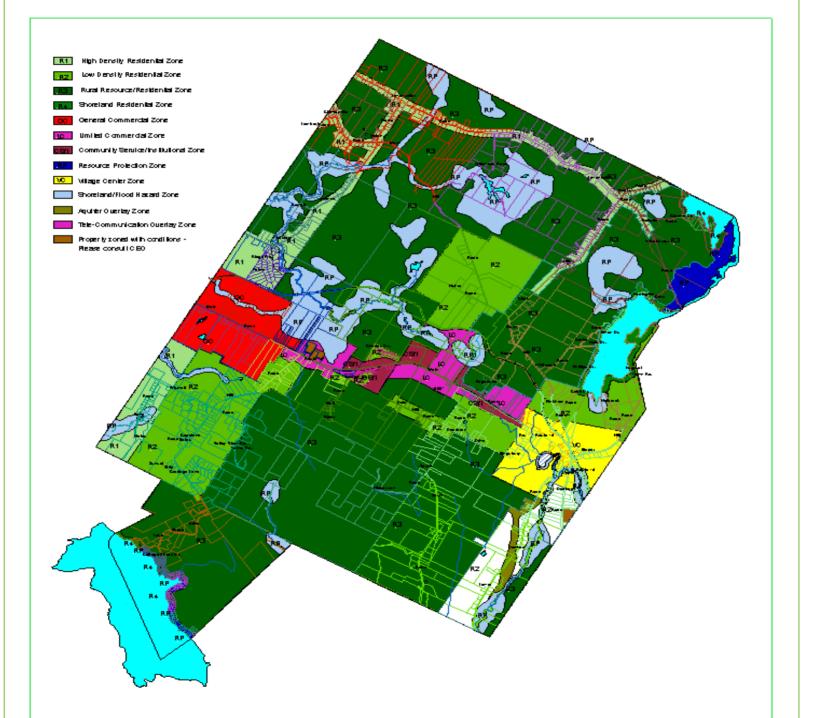
Town Planning Board refers to 1995 Comprehensive Plan in required revisions to land use ordinances

Town of Holden Comprehensive Plan Survey

Based on a 1995 survey of residents,

72% of residents live in Holden

because Holden offers 'rural character, a strong sense of community, and unique scenic and natural features'.



The Town of Holden's Comprehensive Plan and Land Use Ordinances address key planning issues. Implementation strategies focused on three key planning issues. The Town of Holden's Comprehensive Plan and Land Use Ordinances address key planning issues. Implementation strategies focused on three key planning issues.

1. Preservation of *Rural Character* (maintain scenic and natural resources)

The Town of Holden's Comprehensive Plan and Land Use Ordinances address key planning issues. Implementation strategies focused on three key planning issues.

- 1. Preservation of *Rural Character* (maintain scenic and natural resources)
- 2. Sense of *Community* (maintain current community pride)

The Town of Holden's Comprehensive Plan and Land Use Ordinances address key planning issues. Implementation strategies focused on three key planning issues.

- 1. Preservation of *Rural Character* (maintain scenic and natural resources)
- 2. Sense of *Community* (maintain current community pride)
- 3. *Economic Development* (desire to attract and promote commercial business, and manage growth along the Route 1A corridor)

Key Planning Issue 1: Preservation of Rural Character

- a. maintain rural residential zones
- b. maintain extensive undeveloped, forested areas
- c. maintain development in concentrated areas along state routes and town roads
- d. maintain unique hillside scenic areas (Copeland Hill, Dole Hill and Mann Hill areas)
- e. maintain a diverse forest landscape
- f. maintain wildlife habitat
- g. maintain traditional recreation opportunities

Key Planning Issue 2: Sense of Community

- a. maintain contiguous, undeveloped land used by wildlife, for resource production, and outdoor recreation
- b. maintain undivided communities and neighborhoods
- c. maintain traditional outdoor recreation opportunities
- d. support development of the Village Center

Key Planning Issue 3: Economic Development

- a. desire to promote economic development along Route 1A corridor
- b. desire to promote commercial growth along designated development areas (GC, LC, and VC zones)
- d. desire to encourage concentrated development rather than sprawling development
- e. desire to work with MDOT to manage traffic flow along State Route 1A

In summary . . .

The Town of Holden has a comprehensive plan and longterm planning goals focused on:

- 1) maintaining Holden's unique rural character,
- 2) maintaining a strong sense of community, and
- 3) promoting commercial development along Route 1A.

Whatever decision is reached needs to consider Holden's long-term planning goals and unique character.



Maine Department of Transportation I-395 / Route 9 Transportation Study February 20, 2002

Public Advisory Committee Meeting



Contact Susanna Liller at 1-800-370-2458, extension 112

Meeting Minutes,

February 20, 2002, at the Holbrook School 7:00-9:00 pm PAC Meeting #11

Public Advisory Committee (PAC):

Ellen Campbell
Alan Bromley
Roger Raymond
Charles Plummer
Linda Johns
Rick Bronson
Sandi Duchesne
Ed Harrow
Jim Ring
Stan Moses
Gerry Palmer
Melody Knadler
Rodney Buswell
Manley DeBeck, Jr.

Not in attendance:

Keith Guttormsen Al Skolfield Joan Brooks Scott A. Leach

Study Team:

Richard Bostwick, MDOT Raymond Faucher, MDOT Dale Mayo, MDOT Reddington Robbins, MDOT William Plumpton, Gannett Fleming Susanna Liller, Barton & Gingold Andrew Gilmore, Barton & Gingold

Susanna Liller opened the 11th PAC meeting and introduced PAC and Study Team members.

AGENDA 1: OLD BUSINESS

Minutes from last meeting

No discussion

Announcements

- Sandi Duschesne made arrangements for televising PAC meetings on Cable TV but needs a volunteer from the public to run camera.
- Susanna Liller recognized special guests: University of Maine Orono Natural Resources students
- Ellen Campbell distributed two letters to PAC members sent to Ray Faucher (attached)

Review of where we are in study

Bill Plumpton gave a brief overview of where the PAC is in the process and previewed upcoming necessary steps to advance. Bill reminded the PAC that the study is in the refinement stage; typically only a couple of alternatives are studied in detail during the final comparison stage.

AGENDA 2: Review of Naming and Location of Alternatives

Review of alternatives

• No-build, 1, 1-4b, 2B, 3AI, 3EI, 3EIK, 3AIK and 4B

Bill Plumpton reviewed the alternatives under consideration. He explained that MDOT and the PAC had reviewed the content of the comprehensive plans for the study area during the assembly of social and natural features in the area and prior to the development of alternatives and had considered many of their elements in the formation of alternatives. It was suggested at the last meeting, in an effort to further marry transportation and comprehensive planning together, that an overview of comprehensive planning for the study area be presented.

AGENDA 3: Review of Comprehensive Plans

Susanna Liller asked 4 PAC members to deliver presentations on their jurisdiction's comprehensive plans.

[BACTS]

Sandi Duschene, Bangor Area Comprehensive Transportation System (BACTS) gave a PowerPoint presentation outlining the mission and structure of the metro planning organization designated by the federal and state governments to conduct transportation planning for Greater Bangor. (see attached)

[Eddington]

Tania McIntyre, Eddington Planning Board, explained that Eddington is in the midst of developing a comprehensive plan and is working diligently to that end. May 13th is the next public meeting in the planning process with only 2 meetings left.

Questions for Tania included what the town's intent was for the Rte 9 corridor; what kinds of businesses Eddington is planning to attract; and the timeline for completing the comprehensive plan.

Tania responded that there are too many variables at this point to say definitively what the recommendation for Rte. 9 will be and said the town is open to businesses that do not negatively impact the environment or character of town. She said that she expects the planning process to take another year.

[Holden]

John Bryant Planning Board Chair, Holden gave a PowerPoint presentation and said that Holden has had a comprehensive plan since the late 1970s with it's most recent revision in 1995.

Questions for John included asking his opinion of the impacts a proposed Rte 1A and Rte 46 alternative would have on Holden with regard to managing growth in that area; and, what the divisive impacts would be of splitting the town of Holden such as Rte 1A.

John said that Holden officials believe they can manage the growth and development along a limited access alternative effectively. However, John said that Rte 1A in the summer months is very difficult to cross back and forth to the two sides of town and the road and traffic creates a barrier. Therefore they are not in support of an alternative further splitting the town again.

[Brewer]

Manley DeBeck, Jr. outlined Brewer's comprehensive plan and said they need to reconvene the committee to address new issues. The most important accomplishment to date, Manley said, was getting waterfront development started.

Questions for Manley included how the alternatives will impact 1A; how far Brewer has gone to evaluate traffic studies to examine impacts on the lower part of 1A towards Rte 46; and a request for him to comment on I-395's impact on the Wilson Street area.

Manley said Brewer studied the zoning of that area and a number of improvements were determined to be necessary. He said the reason for the I-395 extension construction was massive traffic congestion with tourists heading out to Acadia running into local traffic. He said although he thinks the focus was shortsighted, the impact on Wilson Street has been positive due to increased accessibility making land more valuable and opening up back land previously inaccessible. He said the only problem with I-395 is that it didn't go far enough.

AGENDA 4: Dismissal of Alternatives and Reasons Why

Bill Plumpton gave an overview of the MDOT process of review and logic to reduce the number of alternatives for final comparison and detailed analysis (see attached). To fully satisfy the study purpose and need of improved system linkage, Bill said an alternative has to tie into Rte 9 east of Rte 46. Consideration of all the needs narrowed the range of alternatives to:

- No-build:
- 3EIK; and,
- 4B.

Ray Faucher explained to the PAC that MDOT looked at the East-West highway study and the Governor's message of improving east-west travel across the state. He said that upgrade options wouldn't satisfy the purpose and needs of this study because the result would not be a limited access facility.

Ellen Campbell said it looks like the State wants to carve Holden diagonally through the woods and the comprehensive planning presentations seemed to be just going through the motions. She said Holden believes that alternative 4B is not an option, as traffic volumes won't reach a threshold required for a by-pass until 2030. She also said that not addressing 1A at this time is shortsighted and the MDOT needs to give a Rte 1A upgrade much more consideration. Bill Plumpton responded that the MDOT has no preferred alternative and has not concluded that Alternative 3EIK is best. He also responded that the study team had an understanding of comprehensive planning prior to the development of alternatives. Ray Faucher then went on to say the MDOT looked at a number of scenarios and realize they can't stop development on 1A. Ray said that in the future, upgrading 1A to 4 lanes is inevitable due to growth rate, in addition to providing a limited access facility to satisfy the purpose and needs of this study.

Next, responding to Roger Raymond's question, Ray said all known development was considered in their traffic projections, including Wal-Mart and the medical center.

Ed Harrow then made a couple of observations: when the PAC first looked at the study criteria, the first issue was safety. He said the PAC liked the idea of a limited access highway as the number of fatal accidents is increasing by virtue of increasing traffic volume. He said current alternatives on the table satisfy this concern and we need to balance impacts on individuals. Ed said that alternatives inviting development will impact individual community character in residential areas and others will impact the environment. He then said we can't have it both ways and the only alternative to meet both concerns is to move the project to an entirely different area.

Then, responding to Rick Bronson's suggestion that the MDOT look to Canadian developments that over-builds to protect local traffic and pedestrian usage, Ray said the MDOT has done exactly that in Waterville/Winslow.

Next, in response to Ed Harrow's question, Bill Plumpton said the MDOT is indeed looking at the feasibility of moving 3EIK farther east to reduce impacts to residential areas. He said the study is at a broad planning stage and they will look more closely at specifics in the next phase when alternatives are developed and studied in detail. He said as the alignment is moved east,

wetland and floodplain impacts increase. Bill said if moved too far east, it wouldn't be permitted because an alternative would then exist that has fewer impacts to wetlands. MDOT doesn't have that level of information yet; this information will be developed when alternatives are developed and studied in detail.

Then, in response to Charles Plummer, Bill and Ray said the MDOT does not expect leniency from agencies with regard to environmental impacts and regulatory issues and that while wetlands will definitely be impacted, the MDOT needs strong justification with regard to balancing environmental with residential impact.

Sandi Duchesne asked if the MDOT will have enough right of way for future expansion to a divided highway and Ray responded affirmatively. At this time, two lanes would be constructed within a 200-foot limited access right-of-way. When traffic levels increase, MDOT would construct the remaining two lanes.

Next, Stanley Moses asked if the MDOT had expanded the study area far enough to the east to accommodate the alternatives to which Ray responded that further expansion of the study area would not yield much difference in the amount of growth and development projections.

Linda Johns then asked to see aerial photos expanded in Clifton because of lakes and other concerns and also to look farther down Rte 9 to see impacts since the town's only economic development asset, the mill, is in that area. Ray and Bill stated they would.

AGENDA 5: Next Steps and Activities

Bill Plumpton outlined the following for the MDOT to perform next:

- Meet with state, federal agencies to review the alternatives analysis process;
- Redesign alternatives to incorporate interchanges, further avoid and minimize impacts, and facilitate detailed analysis;
- 3-D visualization; and,
- Perform noise analysis.

Ray Faucher said the Environmental Assessment may be completed by late summer/early fall 2002 and Bill suggested the PAC wait on further clarification of remaining alternatives until the redesigns are complete so the PAC can discuss specifics with better models.

** Next meeting: April 24 to allow time to revise design of alternatives 3EIK and 4B.

AGENDA 6: Questions from the Public

Mike Waugh, consultant for Holden began the public comment period by saying the MDOT is looking to spend multi-millions of dollars to serve 7,000 vehicles in the year 2030. He said it doesn't make fiscal sense and urged the MDOT to reconsider 1-4B and work to make it safe. He

asserted it could be done at the same cost or less than a limited access highway plus future improvements by constructing frontage roads

Tania McIntye then asked for clarification on term, "east of 46," to which Ray said the MDOT hasn't specifically defined exact touchdown points but it's close to the town line and he could answer that in more detail at the next meeting.

Sharon Byers of Holden said that every time she's attended a PAC meeting, alternatives "mysteriously disappear." She wanted to know "who's been voting alternatives off the table" and what role the PAC plays as the MDOT seems to be making all the decisions. Ray said that the MDOT has taken the input from the PAC and public comment and factored that into consideration of eliminating routes. Susanna Liller stated that the PAC is an advisory committee and never had the expectation of being a voting body.

Carol Smith said she was interested in knowing how much of each town's comprehensive plan the MDOT knew about before the process started and if MDOT spoke to town officials when the study began. Bill responded that the MDOT collected and used information from the comprehensive plans prior to the formation of alternatives with the exception of Eddington, because of its age. For information on the Town of Eddington, the study team used information provided by PAC members and town officials. He said the MDOT collected plans before beginning the study and factored in just about everything in them including land-use, shore land zoning, facilities, plans, etc.

Larry Adams, Brewer, asked if the MDOT would be building the new road to Rte 9 standards and why not just take Rte 9 over the river and leave everyone alone. Ray responded that the PAC and MDOT already looked at that option and several others; I-395 has already been built and federal funds are no longer available to build new interstate-type highways. He said the MDOT is looking to build a similar road to Rte 9 beginning at I-395 and extending to Rte 9. Bill added the MDOT looked at this early in the study process and a river crossing was a non-starter because the I-95 is at capacity and I-395 is under capacity.

John Bryant, Holden, asked if building Rte 1A to 4-lanes is inevitable, why doesn't the MDOT do it now? Ray responded that expanding 1A now doesn't meet the need for this study and if the MDOT had plenty of money, they would expand it now. He said the first thing to do is identify the most appropriate locations for upgrades and then identify funding sources.

Rachel, East Holden, asked what the underground storage areas on the map were storing. She also asked someone to explain why the MDOT is doing this for 7,000 vehicles. Bill said the DEP provided data to the study team with other data; upon checking with the DEP, no records for these tanks were available. It appeared that this data was in error and the labels for the tanks would be removed. With regard to the reason for the study, he said there are traffic congestion, safety and crash problems that need to be addressed. Ray added that it is a recommendation for improvement from a study in late 90's as part of improving the east/west highway system in Maine and part of a regional system linkage.

Jeff Sanford, Holden, said MDOT would repeat I-395 mistakes if it doesn't do something with Rte 1A right now. He said addressing a few thousand vehicles on Rte 46 vs. several thousand on Rte 1A is backwards as it will cut Holden in half for 5,000 vehicles but ignore 20,000 vehicles.

Steve, CD & ED Director, Holden said they had sent a letter to Ray Faucher from Mike Waugh that pointed out errors in the MDOT study and said flawed data is continuing to be used and that their engineer is telling the MDOT the data is flawed. Ray said the MDOT responded to that letter and reiterated the need to use the same level of information and methodology to evaluate the alternatives. He said the contour lines and other elevation data have nothing to do with the decision to eliminate the Rte 1A Upgrade alternative. Bill added that his comment, "flawed data" is not accurate. He said the MDOT used USGS data in the entire study area and the upgrade alternative had not been dismissed based on rigid interpretation of design data and resultant impacts. It simply does not satisfy part of the purpose and the need of improved system linkage of this study. Sandi Duchesne added the upgrade alternative is not being dismissed because of roadway geometry. The reason it was being dismissed was that it is not a limited access road. Access management is the reason. She also said that Holden is in the same exact situation as Brewer was with I-395 and it's helped them.

Linda Johns asked why MDOT can't upgrade 1A first and then decide if an alternative is necessary. Ed Harrow responded to Linda Johns and Mike Waugh saying that one of the main reasons for beginning to look at the problem more than 10 years ago was traffic congestion and the potential for accidents on Rte 46 as a consequence of the I-395 Bridge. He said any suggestion to upgrade Rte 46 would obliterate the residential community on Rte 46.

Grant Byers, Holden, said the MDOT is throwing things out that don't fit. He said system linkage is a want, not a need and that safety and access are needs.

Adjournment

Susanna Liller thanked everybody for their comments and encouraged one-on-one discussions after the meeting. The meeting adjourned at 9:15 PM

** There is no I-395 PAC meeting in March. The next tentatively scheduled PAC meeting, unless otherwise noted, will be the evening of April 24 at the Holbrook School.

I-395/Route 9 Transportation Study

Rationale for Alternatives Retained for Further Consideration February 2002

The purpose of this project is to 1) construct a section of Maine's National Highway System from I-395 in Brewer to Route 9, consistent with current AASHTO policy on design; 2) improve regional system linkage; 3) improve safety on Route 46 and Route 1A; and 4) improve the current and future flow of traffic and shipment of goods to the interstate system.

The needs considered in this study are based upon the roadway geometry in the area, combined with an increase in commercial, local, and regional traffic, that has resulted in:

- Poor System Linkage
- Safety Hazards
- Traffic Congestion

Key consideration to address system linkage need:

To improve regional system linkage, an alternative must provide a limited-access connection between I-395 and Route 9 east of Route 46. Alternatives that do not provide a limited access connection to Route 9 east of Route 46 would not provide a substantial improvement in regional mobility and connectivity and would negatively affect local access. Alternatives that would connect to Route 9 west of Route 46 would severely impact local communities along Route 9 between proposed alternative connection points and Route 46. Alternatives providing a direct connection between I-395 and Route 9 east of Route 46 will provide improved regional connections between the Canadian Maritime Provinces and the Bangor region and reduce traffic on other roadways. Such alternatives meet the intent of the Governor's East-West Highway Initiative.

Based on their inability to fully satisfy the study purpose and system linkage need, the following alternatives will no longer be retained for further consideration:

- Alternative 1
- Alternative 1-4B
- Alternative 2B

- Alternative 3AI
- Alternative 3EI

Additionally, Alternative 3AIK, while providing a limited-access connection to Route 9 east of Route 46, would result in greater impacts to residents than Alternative 3EIK. Alternative 3AIK will no longer be retained for further consideration.

Based on their ability to fully meet the study purpose and needs, Alternative 3EIK and Alternative 4B will be retained for further consideration and detailed studies. These alternatives fully meet the four provisions of the study purpose and needs by providing a limited-access connection between I-395 and Route 9 east of Route 46.

Detailed studies involve additional engineering and environmental analysis to determine which alternative provides the desired improvement with the least adverse natural resource, socioeconomic and cultural impacts. To provide a baseline for comparison of potential environmental impacts to existing conditions, the No-Build Alternative will be retained for the detailed study and its consequences fully developed.

I-395/Route 9 Transportation Study

Comparison of Alternatives Retained for Continued Study and Their Ability to Meet the Study Purpose and Needs February 2002

Alternative	Satisfy		Satisfy Nee	ds?	Comments
Atternative	Purpose?	System Linkage ¹	Safety	Traffic Congestion	Comments
No-build	No	No	No	No	To be retained for detailed analysis
1	Yes	No	Yes	Yes	Does not provide a limited access facility between I-395 and Route 9
1-4B	Yes	Partially	Yes	Yes	Does not provide a full limited access facility between I-395 and Route 9
2B	Yes	Partially	Yes	Yes	Does not provide a limited access facility to Route 9 east of Route 46
3AI	Yes	Partially	Yes	Yes	Does not provide a limited access facility to Route 9 east of Route 46
3AIK	Yes	Yes	Yes	Yes	Greater impacts to residents than Alternative 3EIK ²
3EI	Yes	Partially	Yes	Yes	Does not provide a limited access facility to Route 9 east of Route 46
3EIK	Yes	Yes	Yes	Yes	To be retained for detailed analysis
4B	Yes	Yes	Yes	Yes	To be retained for detailed analysis

To fully satisfy the system linkage need, a limited access facility between I-395 and Route 9 to the east of Route 46 would be required.



Maine Department of Transportation I-395 / Route 9 Transportation Study May 22, 2002

Public Advisory Committee Meeting



Contact Susanna Liller at 1-800-370-2458, extension 112 Meeting Minutes May 22, 2002, at the Holbrook School 7:00-9:00 pm PAC Meeting #12

Public Advisory Committee (PAC):

Alan Bromley
Rick Bronson
Joan Brooks
Rodney Buswell
Ellen Campbell
Manley DeBeck, Jr.
Sandi Duchesne
Keith Guttormsen
Ed Harrow
Linda Johns
Melody Knadler
Stan Moses
Charles Plummer
Roger Raymond
Jim Ring

Study Team:

Raymond Faucher, MDOT Dale Mayo, MDOT Reddington Robbins, MDOT Jerry Chow, Barton & Gingold Susanna Liller, Barton & Gingold William Plumpton, Gannett Fleming

Not in attendance:

Scott A. Leach Gerry Palmer Al Skolfield

Susanna Liller opened the 12th PAC meeting. She introduced herself as the facilitator hired by the Maine Department of Transportation (MDOT) to lead the Public Advisory Committee (PAC) and public meetings. Ray Faucher was introduced as the study manager from MDOT and Bill Plumpton as the project engineer from Gannett Fleming.

AGENDA 1: OLD BUSINESS

Announcements:

- Scott Leach & Gerry Palmer could not be at the meeting tonight.
- Susanna read the letter from the City of Brewer sent to the study team. This letter states Brewer's opposition to Alternative 2B.
- To provide the public with a brief history of the study process, Susanna explained the following:
 - The first public meeting was held almost 2 years ago. At the first public meeting, people were invited to apply to be on the PAC. The purpose of this advisory committee is to be a conduit for information. Although not required by law, the MDOT welcomes public participation in this process.
 - There are many federal and state laws that govern this study process; the two that provide the basis for the broad direction of the study are the National Environmental Policy Act (NEPA) and the Sensible Transportation Policy Act. These laws direct that the study will balance the impact of social, environmental and economic factors to ensure that the best transportation decision is made.
 - Interagency meetings are held regularly and involve keeping the agencies with jurisdiction over this study up to speed on the progress of the study. Among the agencies that participate at these meetings include the Environmental Protection Agency (EPA), the U.S. Fish and Wildlife Service, the Maine Historic Preservation Commission, the Maine Department of Environmental Protection (MDEP), Inland Fisheries & Wildlife and the Army Corp of Engineers.
 - This is a comprehensive process where the intent is to minimize and balance the impact of the preferred alternative on communities and resources. At times, the process can be a very challenging and stressful for people. Those on the study team and PAC recognize this.
 - We also recognize that it is challenging to be a PAC member. It's a substantial commitment of time and energy. The PAC is an advisory board, not a decision making board. This can be frustrating. However, they are an important communication vehicle with the communities involved and because of their familiarity with their communities they can provide information to the MDOT that they wouldn't have without the PAC.
- Susanna noted there had been confusion over the new alignments. She
 explained that right of way for 4 lanes would be acquired but initially only 2 lanes
 would be built. The 2 additional lanes will be built when traffic volume increases.
 This is done to provide for future traffic. The design and plans are in fact based
 on projections to the year 2030.
- Susanna pointed out 2 typos in the agenda:
 Agenda item 4, 2nd bullet, should read "Alternative 1-4B Partial Upgrade Alternative"
 - Agenda item 6, 3rd bullet should read "Visualization of Alternatives Review of where we are in the study process"

Bill Plumpton mentioned there is at least another year into the study. At this point, it is anticipated that the Environmental Assessment would be circulated for review and comment by the end of the year. Ray Faucher agreed with Bill, as there is still much work to be done to complete the Environmental Assessment.

AGENDA 2: REVIEW OF AGENCY COORDINATION MEETING ON MARCH 12TH

The agencies have seen all the alternatives analysis completed up to the last PAC meeting in February. They understand and agree with the reasoning behind the screening of alternatives from 46 alternatives to 8, then to 12, then to 10 and then to 3. The agencies have agreed with everything the study team has done, with one exception. They are apprehensive over the preliminary dismissal of Alternative 2B at this time, as this alternative could be 'practicable' in accordance with the law Bill Plumpton defined practicable as "available and capable of being done after taking into account cost, existing technology, and logistics in light of overall purpose." Additional coordination would be performed with the regulatory and resource agencies, but their initial conclusion was that Alternative 2B should be retained for further consideration.

The agencies did not have any suggestion on other alternatives the study team should consider.

AGENDA 3: REVIEW OF MDOT MEETINGS WITH THE TOWN OF HOLDEN

At the meetings, Holden expressed their desire to further study Alternative 1-4B. MDOT agreed to evaluate the Alternative 1-4B alternative provided by the Town of Holden's consultant. Ray Faucher also agreed to reevaluate Alternative 2B and possible alignments that would run parallel the major utility corridors through Brewer, Holden and Eddington.

These alternatives would have to be studied, keeping in mind the goal of this study is to find the single alternative that best satisfies the purpose and needs of the study and minimize the impact on man and the environment.

AGENDA 4: RANGE OF REASONABLE ALTERNATIVES

For these reasons, the range of reasonable alternatives has grown since February 20th. There are now 6 possible alternatives which include

- No-build Alternative
- Alternative 1-4B (a variation of the original alternative to be developed)
- Alternative 2B
- Alternative 3EIK
- Alternative 4B
- Alternative(s) that would run parallel to utility lines

Alternative 1-4B

Steve Condon from the Town of Holden reiterated Mike Waugh's presentation from the February 20th meeting. In February, the initially proposed Alternative 1-4B was removed from the proposed list, as it did not meet the design criteria. Surry Engineering Associates proposed a modification of this alternative where frontage roads would be built behind the businesses along Route 1A. , Their proposal would provide for a 55 miles per hour design along Route 1A. At select locations, there would be timed traffic signals, which would be used in conjunction with a pacer light system. If the driver keeps his speed consistent with the pacer lights, he would never have to stop at the traffic signals.

Steve Condon added that since demonstration money comes out of Federal grants, this would free up money for the department.

Bill Plumpton noted there is much work to be done with this proposal. In particular, MDOT would need to study the ability of this alternative to satisfy the purpose and need of this study and the impacts to people and business.

Ed Harrow asked for visual presentations to be provided in the future when a new proposal is seriously being considered. Bill agreed.

Sandi Duchesne:

No matter what alternative we select to take off the list, there will be someone who is unhappy with this decision. Is there any way we can ensure that once something is taken off the list, it can't be put back on?

Ray mentioned that Alternative 1-4B may look similar but is a different version than what was originally evaluated and presented. When alternatives are suggested, they are evaluated for merit and required by law to be studied further if deemed reasonable. This modification of Alternative 1-4B would be named to show that it is not the same as the alternative originally proposed.

Sandi Duchesne asked if there is a limit to the number of variations to the alternatives proposed. Ray responded that a variation would always have to be examined if it is significantly different.

Jim Ring:

In listening to comments from previous meetings, a lot is mentioned with regards to shortest travel routes. Evaluation is based on vehicle miles traveled, vehicle hours traveled and distance. I would request that comparisons between alternatives be made from same points and results presented to the PAC.

Ray agreed. The study team will verify that the measures for travel and impacts have been measured from common points.

Alternative 2B

Modifications of Alternative 2B will be considered. Other than the way this alternative ties into Route 9, this first section of the alternative is the same as the original one proposed. The second half is all on new location parallel to the existing gas easement.

Charles Plummer asked where Alternative 2B would connect to Route 9? Bill Plumpton said all connections would be to the east of Route 9 and Route 46 and there are several possible permutations that would be studied.

Parallel to utility line

It was suggested that alternatives should be developed and considered along existing power/electric lines. These alternatives would be developed that parallel a combination of electric and gas easements and these alternatives and their impacts would be presented at the next PAC meeting.

To clarify the issue, Alan Bromley said this idea did not come from the town of Holden but from a businessman in the town of Holden.

Sandi Duchesne suggested it does not make sense to consider the southerly route around the village of East Eddington. Bill agreed adding, the horizontal distance between Route 9 and Davis Pond is very small. Ray added the PAC would be provided with quantitative information on the impact of this new alternative.

AGENDA 5: DESIGN OF INTERCHANGES AND INTERSECTIONS

No intersections have yet been designed.

Some preliminary interchange concepts have been designed. However, these have not been developed because MDOT is now considering a broader range of alternatives. Interchange and intersection concepts will be developed when the range of alternatives being considered is narrowed to a few alternatives.

AGENDA 6: NEXT STEPS AND ACTIVITIES

Future activities, in addition to developing the alternatives described, are avoidance and minimization of impacts to people and resources, cost estimating, noise analysis and visualization.

As the study progresses, the study team hopes to use technology to produce 3dimentional visualizations of the alternatives. Through simulated outputs, it would be possible to see how an alternative looks from the air as well as a close up look from different locations.

AGENDA 7: QUESTIONS FROM THE PUBLIC

Fred Schlip asked if there is there was enough funding to complete construction of a proposed alternative. Ray mentioned funding is only in place for the completion of this study. The next phase would be the development of final design plans and right of way acquisition followed by construction which would take it into year 2005 and beyond under a best case scenario.

Edith Bochamp, Holden: In the presentation, you said a modification of Alternative 1-

4B was being proposed by the Town of Holden. Who is the

town of Holden and how was this request made?

Bill Plumpton explained the alternative was verbally proposed by elected officials in the town at a meeting held in April.

Dick Corovas, Holden: Resurrected options were presented at the Augusta meeting.

At that meeting, it was proposed that Alternative 3A should be put back on the table. There is no Alternative 3A on the list we are looking at today. I would like to see the real reason for taking Alternative 3A off. On another note, when we proposed a corridor, we asked MDOT to consider all options that made sense. It was not limited to looking at just

one power line.

Alternative 3A is not being considered due to its impact on natural resources, neighborhoods and business and the overall cost. Alternatives would be developed parallel to both electrical easements and the gas easement and the results would be presented at the next PAC meeting.

Scott Vorner, East Eddington asked what MDOT can do in the meantime to help alleviate truck traffic on Route 46. He suggested lowering the speed limits and adding signs warning drivers of children at play. Ray explained since it is a state road, no one can be prohibited from using it. The current legal truck size in Maine is a 74-foot truck. These long trucks, with trailers longer than 48', are supposedly not allowed to use Route 46. As for speed and sign issues, Ray suggested Mr. Vorner take it directly to the local transportation division office in Bangor. Signing issues that relate to the use of truck engine brake need to be directed to the local communities that have the responsibility for the installation of these signs.

Cindy, Holden, asked what compensation would be paid to the owners of property near the alternative? Ray mentioned only property owners that are directly impacted are compensated. Jackie Hewett, Holden, asked about the grade selection criteria used in the study and how the study team had reduced the number of alternatives considered? Bill said MDOT uses a maximum grade of 3% for freeways. Alternative 4B was the only location where an alternative exceeded the design criteria; this design criteria exception was considered to minimize the impact of this alternative prior to comparing it further against the other alternatives being considered. In response to the 2nd part of her question, he explained the alternatives were narrowed based on the overall ability to satisfy the purpose and needs of the study and the impact to people and the natural environment.

Malcolm Mitchell: The center line of one of the alternatives goes through my property. Why must you spoil the entire field?

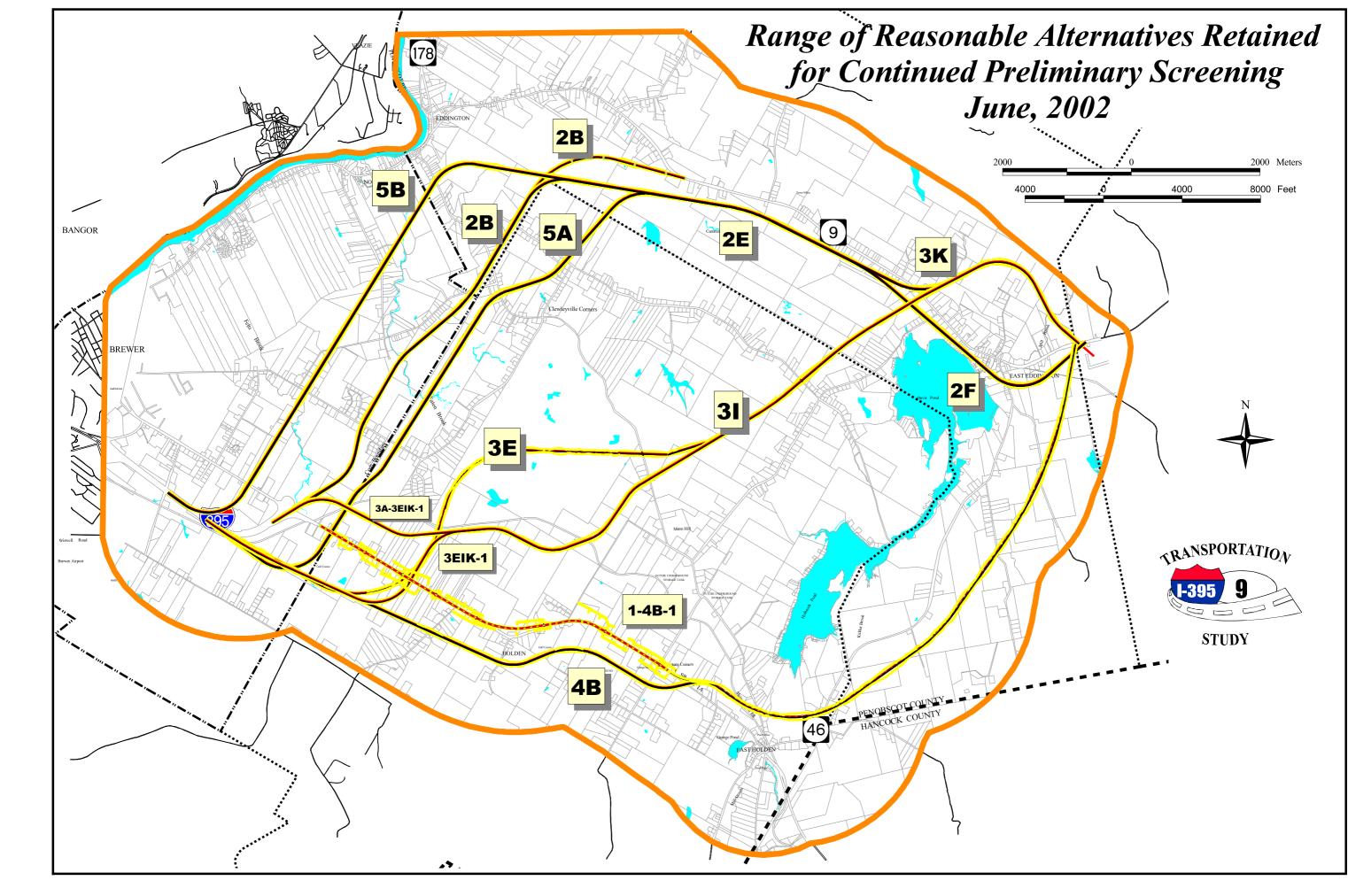
Ray's responded that the MDOT's intent is not to go through the center of someone's property if at all possible. At this point, the team has only identified possible connections. As the study proceeds to the design phase, there will be careful examination of individual properties impacted. The alternative will be fine tuned so as to minimize the impact to both man and the natural environment. Each individual property will be examined for impacts to that property.

Mike Ken, Holden asked if the new alternatives will be added to the existing matrix or if new criteria would be used to evaluate all 6 alternatives. Bill explained that the analysis would follow the same pattern as used in the past to analyze the impact to the environment. The new alternatives will be developed based on the same criteria and use the same comparative tools.

Scott Lindsey from Inland Fisheries and Wildlife informed the study team of the presence of deer wintering habitat on land proposed for alternative 3EIK. After two surveys conducted in early April, the department found significant deer use on 96 acres of land. This meets the criteria for the classification of a moderate deeryard. Bill thanked Mr. Lindsey for raising awareness to this issue. Scott Lindsey will provide this information to MDOT for inclusion in the study. Bill asked everyone to continue to come forth with information of this sort.

Bill concluded the meeting by thanking everyone for being present and for the PAC members who volunteer their time and effort.

The next PAC meeting is scheduled for July 24, 2002.



Summary of Preliminary Impacts and Feasibility of the Range of Reasonable Alternatives Retained for Continued Screening June 2002

Purpose and Needs

Physical and Biological Environment

## A	Sollies	Salish.	VIIII & HILLS	Mm / Mg.	(acres) ous	Mater Crossings /	Fish ones	Hobie W.	Aquies: 8	Mon View	(40,40,116°s)	Community Ories	Active F.	(acres) Prine Far	Familiand Soils Statewide In Soils Statewide In Soils
No-build	no	no													
1-4B-1	no	no	37.5	2.9/37.0	4/37.5	8/0	165	2.8	244	0.0	0.8	5	10.4	42.2	0
2B ^{2,3}	yes	yes	27.8	4.1/24.4	5/27.8	6/2	93	0.0	120	0.0	10.5	0	17.1	23.3	0
2BEF	yes	yes	65.6	10.8/62.2	11/65.6	11/2	175	0.0	219	0.0	16.0	0	20.1	37.8	0
2BE3K	yes	yes	53.9	9.3/51.2	11/53.9	11/1	170	0.0	209	0.0	15.1	0	8.8	39.3	0
3EIK	yes	yes	46.8	4.5/45.5	8/46.8	7/0	211	3.2	226	0.0	7.4	0	4.1	20.5	0
3EIK-1	yes	yes	48.0	5/42.4	7/48.0	8/0	205	13.9	224	0.0	15.6	0	7.9	22.7	0
3A-3EIK-1	yes	yes	50.0	5.6/48.2	5/ 50.0	8/1	182	12.5	205	0.0	22.8	0	9.3	22.2	0
4B	yes	yes	44.4	3.2/43.5	3/44.4	10/0	253	1.8	276	0.0	8.0	0	6.9	18.6	0
5A2EF	yes	yes	79.9	18.6/76.1	24/79.9		193	0.0	252	0.0	5.9	0	32.9	45.6	0
5A2E3K	yes	yes	68.6	19.6/65.0	24/68.6	9/0	195	0.0	249	0.0	6.7	0	31.7	49.9	0
5B2EF	yes	yes	80.2	15.6/73.5		11/1	179	4.6	250	0.0	11.6	0	15.9	46.0	0
5B2E3K	yes	yes	66.7	15.3/60.3	18/66.7	10/2	179	4.6	243	0.0	11.5	0	15.0	49.0	0



Land Use												Cultur	al Res	ources		Engineering Feasibility							
Alleman	on on our	Pesigo.	Mial Landace	Soniculuma (acres)	OH. OH.	"Se Land Roces)	Pes.	Commerc.	Numbe.	P. Of Bulleting P. Oxfmily S. & S. In	Archae		aroa /	Length C. Heaster C. Here's	/ S / ·	Created Milesy	/ ign	Net East	Cubic Millions Co	Deposit Current	Roady, Fill Reer,	4Verings Gr.	Average Currentine
No-build													no										
1-4B-1 11.	.2	28.7	10.4	165	29.5	244	15	6 ⁷	165	0			no	10.2	6/2,572 4.9	_	_	_	_	_	13 –	- 0.50]
2B ^{2,3} 0.0		4.9	17.1	93	5.5	120	3	0	200 ⁸	0			no	5.8	7/4,354 0	0.89	0.91	-0.03	37			13 0.58	_
2BEF 0.0		15.0	20.1	175	8.6	219	7	0	120	1			yes	10.2	10/3,820 0	1.72	1.82	-0.10	47	27	7 0.8		_
2BE3K 0.0		10.9	8.8	170	18.6	209	8	0	73	1			yes	10.1	8/3,021 0	1.59	1.58	0.01	47		6 1.		1
3EIK 1.5	_	2.5	4.1	211	6.4	226	2	0	22	0			yes	10.4	10/3,948 0	1.90	2.19	-0.29	66		4 1.		-
3EIK-1 1.0		4.1	7.7	205	6.9	224	4	1	21	0			yes	10.2	7/2,797 0	2.19	2.18	0.01	75			45 0.78	
3A-3EIK-1 0.0		7.9	10.9	182	4.6	205	8	47	41	0			yes	9.2	7/2,809 0	2.11	2.10	0.01	75	+ +	3 1.3		
4B 1.0		9.3	6.9	253	6.2	276	4	1	31	0			yes	11.0	11/3,486 0	4.08	3.84	0.24	82	64	9 2.0		-
5A2EF 0.0		13.6 9.3	32.9	193	13.0	252 249	5	0	131	1			yes	11.0 10.9	11/4,074 0 9/3,286 0	2.55	2.75	-0.20	66	44	7 0.9		}
5A2E3K 0.0 5B2EF 2.0	_	18.8	31.7 15.9	195 179	12.8 34.8	250	5 10	1	84 126	1			yes ves	11.4	11/4,281 0	2.48	2.61 2.19	-0.13 0.14	64 47	+	5 1.0 9 0.8		1
5B2E7 2.0 5B2E3K 2.0		14.6	15.9	179	32.5	243	12	' '	79	1			ves	11.4	9/3,492 0	2.33	2.19	0.14	47	49	7 0.9		1
JUZESK Z.C	U	17.0	13.0	173	52.5	240	12	l l	13	Į.			yes	11.3	3/3,432 0	2.10	2.00	0.10	+/	73	7 0.3	0.08	j

Notes:

¹ Hydric soils were considered to be wetland areas.

² Connects to Route 9 between Davis Road and Chemo Road

³ Impacts from alternative include impacts along its entire length of Route 9 to the east of East Eddington providing for equal comparison between alternatives

⁴ A residence was considered displaced if it was directly impacted by an alternative

⁵ Proximity is defined as within 500 ft. on either side of a proposed alternative.

⁶ New column added in June 2002

 $^{^{\}rm 7}\,{\rm Results}$ in operational impacts to the Boy Scouts of America, Camp Roosevelt

⁸ 47 houses and businesses in proximity along portion of alternative on new alignment between I-395 and Route 9. 153 houses and businesses in proximity along Route 9 between portion on new alignment and where other alternatives join Route 9 to the east of the village of East Eddington



Maine Department of Transportation I-395 / Route 9 Transportation Study July 24, 2002

Public Advisory Committee Meeting



Contact Susanna Liller at 1-800-370-2458, extension 112 Meeting Minutes July 24, 2002, at the Holbrook School 7:00-9:15 pm PAC Meeting #13

Public Advisory Committee (PAC):

Alan Bromley
Rick Bronson
Joan Brooks
Rodney Buswell
Ellen Campbell
Sandi Duchesne
Keith Guttormsen
Ed Harrow
Linda Johns
Melody Knadler
Scott A. Leach
Stan Moses
Charles Plummer
Roger Raymond
Jim Ring

Study Team:

Raymond Faucher, MDOT Richard Bostwick, MDOT Dale Doughty, MDOT Dale Mayo, MDOT William Plumpton, Gannett Fleming Jeraldine Chow Herrera, Barton & Gingold Susanna Liller, Barton & Gingold

Not in attendance:

Manley DeBeck, Jr. Gerry Palmer Al Skolfield

Susanna Liller opened the 13th PAC meeting. She introduced herself as the facilitator hired by the Maine Department of Transportation (MDOT) to lead the Public Advisory Committee (PAC) and public meetings. She asked if everyone on the mailing list had received the minutes and began the meeting with the first item on the agenda.

AGENDA 1: OLD BUSINESS

Announcements

Gerry Palmer was unable to attend the meeting.

Minutes from the last meeting

No comment.

Review where we are in the study process

Bill Plumpton announced the study is still in the preliminary comparison stage.

Ray Faucher mentioned that he met, at their request, with the town officials in Holden on July 17th where he presented some of the same information that will be shared at this PAC meeting.

AGENDA 2: RESOLUTION FROM THE TOWN OF HOLDEN OTHER CORRESPONDANCE

Alan Bromley read a resolution in opposition to Alternatives 3EIK and 4B from the Town of Holden. *This document is attached.* He also gave Ray Faucher petitions signed by 968 residents.

Ellen Campbell received a letter that had been emailed to Ray. She distributed copies version of the of this letter to the PAC and read it. *The letter is attached.*

NOTE:
These
documents
are not
attached to
the on-line
version of the
minutes.

AGENDA 3: RANGE OF REASONABLE ALTERNATIVES AND PRELIMINARY IMPACTS

The range of reasonable alternatives has grown with the suggestions made at the last meeting for alternatives that should be considered. There are now 13 possible alternatives, which include:

- No-build Alternative
- Alternative 1-4B-1 Partial Upgrade Alternative
- Alternative 2B, 2BEF, 2BE3K
- Alternative 3EIK, 3EIK-1
- Alternative 3A-3EIK-1
- Alternative 4B
- Alternative 5A2EF, 5A2E3K, 5B2EF, 5B2E3K

Bill Plumpton reminded everyone the no-build alternative will always remain a reasonable alternative. MDOT must fully develop this alternative so that it can be used

as a basis of comparison with the other range of alternatives and to understand the consequences of taking no action.

In summarizing the overall difference between this matrix and the matrix used at the last PAC meeting, Bill said a new column has been added to the matrix – "Number of Buildings in Proximity"; in proximity was defined as within 500 feet of edge of the roadway (for a total width of approximately 1200 feet wide). The purpose of adding this column was to measure the impact of each alternative along the entire length of the alternative or affected area. This was done in response to the suggestions made at the last meeting that MDOT should not place an alternative too close to the majority of people. This also helps to illustrate the impact of Alternative 2B along the section of Route 9. The impact to neighbors in proximity are greater with Alternative 2B than the other alternatives.

Another column added to the matrix is "Length of Local Roads Created". This column shows the amount of local road that would be created with Alternative 1-4B-1.

All alternative 5s are new. This was suggested at the last PAC meeting in May.

Alternative 1-4B-1 – Partial Upgrade Alternative

Bill passed around a very large map for the PAC members to review. He invited the public to come up to look at the map after the meeting.

Alternative 1-4B-1 is the only controlled access alternative. All other alternatives are limited access. It has been designed with no bridges going over the road. The flow of traffic would be controlled with seven jughandles to access area businesses and residences, or to reverse direction, and traffic signals at intersections created by the jughandles. The speed of traffic would be controlled in part by a system of pacer lights. This design was suggested by the town of Holden.

Responding to Jim Ring's question, Bill said approximately 4.9 miles of local roads would be created to provide access to residential and commercial property that would no longer have access from Route 1A. Bill said access to residential and commercial property would be from the rear of the building. Local roads would be constructed by the state and owned and maintained by the Town. Jughandles were placed between 2400 and 3500 feet apart. Because limited topographic information exists at this time in the study, the local roads created where buffered by three meters (10 feet) for purposes of calculating preliminary impacts.

Bill Plumpton pointed out that this alternative impacts approximately 42 acres of prime farmland which is protected under the Federal Farmlands Protection Policy Act. This alternative impacts more farmlands than other alternatives. Bill also drew attention to the number of residential and commercial displacements.

The study team recently met with the Boy Scouts of America at Camp Roosevelt. It was learned at this meeting that Alternatives 1-4B and 4B, as currently designed, would cross the western third of the scout reservation resulting in potentially substantial impacts to their operations and wilderness experience.

Bill pointed out a mistake in the matrix. The length of new roadway should be lower than 10.2 miles for this alternative (10.2 miles was the total length of the alternative). This will be fixed for the next meeting. He explained that most of the local roads created would end at a single property resulting in 'deadhead' time for school buses, snowplows, trash collection, etc.

Roger Raymond asked for the proposed speed limit. Bill said the roadway component ideally would be posted for 55 mph, but he was unsure if the technology proposed would be able to achieve this speed. Bill questioned the ability of the pacer lights to hold platoons of traffic together as intended, as trucks and cars, as well as individuals, accelerate at different speeds. Ray added that the objective at this point is to upgrade Route 1A so that it is comparable to operations on other principle arterial roads.

Ellen Campbell said that she didn't see a need for the pacer lights. She suggested using signs instead to control traffic. Bill asked Mike Waugh, a consultant for the town of Holden, if the pacer lights exist.

Mr. Waugh said all parts and technology exist but have yet to be put together as has been suggested by the Town of Holden. There is no highway where this is currently in place.

In response to Rick Bronson's question, Ray Faucher said the local community is usually responsible for the maintenance of the facilities after they have been installed by the State. An agreement between the local community and the State would be developed that would identify maintenance responsibilities.

Sandi Duchesne asked what would happen to the pacer lights when they failed to work. In particular, she wanted to know if weather, crashes, etc would impact their function. She also wondered how pacer lights would work for drivers who do not drive as fast or have trouble seeing the lights. Mike Waugh said they were in the process of installing a similar system at the Portland mall. When the system malfunctions, it can be fixed.

Responding to Roger Raymond's concerns, Mike Waugh said traffic lights would be installed at the jughandles to help preserve traffic capacity.

Mike Waugh said this alternative was suggested as an additional alternative to be looked at with the others. Ray added MDOT will evaluate all the pros and cons of this system and compare this to the full range of reasonable alternatives.

Joan Brooks said when new technology was introduced between Newport and Skowhegan to control traffic, it failed to operate as it was envisioned. Ellen Campbell thought it was never implemented despite the millions spent on this project.

Charles Plummer asked if the study team had any cost estimates for Alternative 1-4B-1. Bill Plumpton replied no cost estimates have yet been develop for the alternatives, but this would be done in the near future to help screen alternatives prior to detailed study of a few alternatives.

Bill recommended MDOT should further investigate the capability of the pacer light system. He also suggested that PAC members speak to their town members to talk about the advantages and disadvantages of this system and Alternative 1-4B. Selecting this alternative would be asking MDOT to adopt an alternative that would not solve the needs of this study as well as the other alternatives, and that this alternative may also result in greater impacts to people, the business community, and the environment than other alternatives.

Ellen Campbell said regardless of what happens, Route 1A will have to be upgraded in 10 years.

Alternatives 2B, 2BEF, 2BE3K

Except for the addition of a column in the matrix to quantify the number of people in proximity, Alternative 2B has not changed since the last meeting.

Alternative 2BEF consists of a section of 2B between the I-395 and the Holden / Eddington townline, and two sections of road parallel to the south of Route 9 called 2E and 2F.

Alternative 2BE3K consists of a section of 2B between the I-395 and the Holden / Eddington townline, a section of road parallel to the south of Route 9 called 2E, and 3K.

Looking at the matrix, Bill highlighted the fact that Alternative 2BEF impacts approximately 65 acres of wetlands. Under federal and state protection acts, MDOT has to select the alternative with the least impact to wetlands. With this in mind, this alternative should be dismissed from further consideration.

Alternatives 3EIK, 3EIK-1

At the last PAC meeting in May, it was suggested that the alternatives were too close to residential property along Eastern Avenue and that MDOT should consider moving Alternative 3EIK further to the south and east away from residential areas. Alternative 3EIK was originally proposed to be approximately 500 feet, at its closest point, to the rear property line of residents within Eaton Ridge; this alternative was shifted and is currently proposed to be about 1500 feet from the rear property line. Alternative 3EIK-1 is approximately 1200 feet from the rear property line.

Alternative 3A-3EIK-1

This alternative was designed in response to suggestions at the last PAC meeting from some Holden businesses to use the existing interchange of I-395. Alternative 3A-3EIK-1 comes off the existing interchange and ties into 3EIK-1 as described above.

Bill mentioned the department is not ready to dismiss any of the family of 3s based on the information gathered.

Sandi Duchesne asked if Alternative 3EIK could be eliminated. Bill said no, as more information from the federal and state resource agencies is needed to conclusively eliminate this alternative from further study.

Alternative 4B

This alternative has not changed. However, it was pointed out that this alternative, as well as Alternative 1-4B, would be the most disruptive to the operations of Camp Roosevelt and is thought to be the most costly to construct.

Alternative 5A2EF, 5A2E3K, 5B2EF, 5B2E3K

It was suggested at the last PAC meeting that MDOT should develop a series of alternatives parallel to the existing utility corridors to minimize the impact of introducing a new road to the area. The family of 5s were designed to follow the two corridors of electric lines and the gas line to the south of Route 9. The side of the utility corridor chosen was the side that minimized the impact to people.

Alan Bromley asked if there would be an interchange or an overpass where Alternative 5B2EF and 5B2E3K cross Route 1A. Ray said MDOT has not yet designed the interchanges and intersections of alternatives but believes the existing interchange would be maintained and doubts there would be two interchanges within proximity to one another.

In studying the impacts of the family of Alternative 5s, Bill Plumpton observed far greater impacts to wetlands and a greater number of residential displacements. He suggested to Ray Faucher that MDOT consider dismissing the family of Alternative 5s from further consideration.

Summary

MDOT will dismiss Alternatives 2BEF and the family of Alternative 5s from further consideration, pending coordination with the federal and state regulatory and resource agencies.

Jim Ring expressed his frustration with Alternative 1-4B-1 as it leads to the highest number of residential and commercial displacements. He suggested dismissing this alternative. Bill noted his comment but said they would need to further develop this alternative and a couple of modifications of it prior to further analysis and discussion. Bill encouraged the Town of Holden to assess how its people and businesses would react to Alternative 1-4B and to speak to the DOT with one voice.

Linda Johns asked if "Roadway Crossings" in the matrix includes bridge crossings. Bill said that it was the number of roads crossed by an alternative, whether at grade or with a bridge.

Sandi Duchesne asked if Camp Roosevelt's concerns could be addressed if the alternative were tweaked. Bill said they would try.

Seeing how intrusive Alternative 1-4B-1 is, Ed Harrow asked why it needed further investigation. Bill Plumpton said the alternative was suggested as a reasonable alternative and it would need to be a little more fully developed prior to further comparison to other alternatives.

Alan Bromley noted the town of Holden has for the most part been focusing on the Route 1A portion, not 4B of the alternative proposed. He added there were portions of existing Route 46 that the study team has treated similar to Route 9. A combined upgrade route will look more attractive. MDOT will develop alternatives that use Route 46 with a similar section to the improved portions of Route 9 for the next meeting.

Ray Faucher said when Route 1A was looked at as a 4 lane upgrade, they used freeway standards of 3-4% grade. Route 46 would be reevaluated from the same template as Route 9. It would likely reduce the amount of cut and fills and result in less impact.

In response to Joan Brooks, Bill reiterated the list of alternatives that remain for consideration. They are:

- No-build Alternative
- Alternative 1-4B-1 Partial Upgrade Alternative
- Alternative 2B, 2BE3K
- Alternative 3EIK, 3EIK-1
- Alternative 3A-3EIK-1
- Alternative 4B

He said more alternatives will be added as a result of the discussion at this meeting.

Alan Bromley asked if the no-build alternative had to be kept. Bill concurred and said that the no-build alternative would be kept for detailed study, and its consequences on taking no action fully developed and compared to other alternatives.

Jim Ring reminded everyone not to lose sight of one of the original purposes and needs of this study of finding a way to move traffic through this 50 square mile area. It is necessary to compare the ultimate traffic operations desired. Bill agreed with him.

Rick Bronson commented on the accident rates in the town of Holden. From the Holden Town cemetery to Holden Town Line, it has been reported that an accident takes place a little more frequently than every 20 days – a rise from years past. He pointed out the study is now in its second year. Dr. Harrow remembers discussing this same transportation issue over 10 years ago. He noted that all the time spent discussing this issue is at the cost of promptly addressing the safety issue.

Ed Harrow said Alternative 1-4B-1 results in many residential and commercial displacements thereby causing certain areas to be more congested. It does not make sense to improve Route 46 so as to make Alternative 1-4B more palatable.

AGENDA 4: QUESTIONS FROM THE PUBLIC

Dick from Holden asked the study team to reconsider Alternative 5B. Ray Faucher said it would have to be presented to the resource agencies before it can be dismissed. Based on his experience, an alternative with high impact to the natural environmental will not be permittable. Studying this alternative further would be wasteful.

Judy Sullivan said Alternative 2B does not satisfy the purpose and needs of this study. She does not feel safe trying to get in and out of her driveway when there are 80,000 lb trucks on that road. She thinks that the study team has been ignoring the issue of safety. In response, Bill Plumpton reminded everyone that despite safety being the overriding general concern, there were four specific areas identified in the study purpose and need that were identified as high crash locations warranting improvement. Alternative 2B was developed with the idea of satisfying linkage, traffic needs and safety at those four specific high crash locations. Alternative 2B is a practicable alternative that needs to be studied further.

Ms. Sullivan added there are many households affected by this alternative and it did not make sense to focus on the impact to wetlands. She reiterated the danger of trying to get into her driveway with an 80,000 lb truck behind her. Bill Plumpton said Alternative 2B did meet the design criteria. This study process, which is directed by NEPA, requires federal agencies to consider an alternative which satisfies, at the least cost, the study purpose and need with the least impact to people and the environment. It would be difficult to obtain a permit for an alternative that has more impact to wetlands. Ray Faucher added that no matter which alternative is selected, impacts to people and natural resources are unavoidable.

Mike Waugh asked what roadway standards were still being used. Bill Plumpton said the original analysis was based on freeway criteria.

Mr. Waugh told the PAC that although Alternative 1-4B-1 is a costly option, it may qualify for funding which is not typically available to the DOT. Ray agreed but pointed out that while funding for demonstration projects is available, this project would need to compete with other demonstration projects and demonstration project funding is not guaranteed.

Ralph McCloud from Holden explained the route of Alternative 2F and the areas this alternative would impact. He urged the study team to go out and take a look at each proposed route.

Elizabeth Umphray asked about changing design criteria midway through the study. She wanted to know what happened to routes that had been dismissed before freeway criteria for slope were changed. She also asked if the team would study the section of Alternative 2BE3K that crosses over the southern end of the Holden line. Bill Plumpton said the study team tweaked the design criteria for slope for Alternative 4B in an effort to create an alternative with less impact to people and the environment. Bill said that he did not think it would be necessary to study the alternatives that have been dismissed because the slope of other alternatives did not approach the limits of the design criteria. In response to her second concern, Ray Faucher said they would try to get the portion that runs parallel to Route 9 as close to the Eddington town line as possible. In many cases, property lines run concurrent to town lines so that only edges of land parcels would be affected.

The next PAC meeting is scheduled for September 18, 2002.



Maine Department of Transportation I-395 / Route 9 Transportation Study September 18, 2002 Public Advisory Committee Meeting



Contact Susanna Liller at 1-800-370-2458, extension 112 Meeting Minutes September 18, 2002, at the Holbrook School 7:00-9:15 pm PAC Meeting #14

Public Advisory Committee (PAC):

Alan Bromley Rick Bronson Joan Brooks Ellen Campbell Manley DeBeck, Jr. Sandi Duchesne Ed Harrow Linda Johns Melody Knadler Scott A. Leach Stan Moses Gerry Palmer Charles Plummer Roger Raymond Jim Ring

Not in attendance:

Rodney Buswell Keith Guttormsen Al Skolfield

Study Team:

Raymond Faucher, MDOT
Richard Bostwick, MDOT
Mark Hasselmann, FHWA
William Plumpton, Gannett Fleming
Jeraldine Chow Herrera, Barton & Gingold
Susanna Liller, Barton & Gingold

Susanna Liller welcomed everyone to the 14th PAC meeting. She introduced Mark Hasselmann as Jim Linker's replacement from FHWA. She went on to introduce herself as the facilitator hired by the Maine Department of Transportation (MDOT) to lead the Public Advisory Committee (PAC) meetings.

AGENDA 1: OLD BUSINESS

Announcements

Keith Guttormsen and Rodney Buswell were unable to attend the meeting.

Minutes from the last meeting

Ellen Campbell pointed out that she was wrongly quoted in the last minutes. She did not mean that the idea of using pacer lights should be dropped but rather it should not be encouraged if there is a better option available.

Review where we are in the study process

Bill Plumpton announced the study is proceeding to the final comparison stage. He explained the objective of this transportation study is to find the best alternative that satisfies, at the least cost, the study purpose and need with the least impact to people and the environment. He acknowledged the need to invest a fair amount of time to get the best solution. He added that through his experience, the proposed alternative often is not favored by everyone in the community but hopes that everyone will understand the decision-making process.

AGENDA 2: RANGE OF REASONABLE ALTERNATIVES AND PRELIMINARY IMPACTS

Bill Plumpton announced that this meeting would focus on the suggestions made at the last PAC meeting in July. The full range of reasonable alternatives being considered include:

- No-build Alternative
- Alternative 1-1, 1-2, 1-3, 1-4
- Alternative 1-4B-1, 1-4B-2, 1-4B-3, 1-4B-4
- Alternative 2B, 2B-1, 2BEF, 2BE3K
- Alternative 3EIK, 3EIK-1, 3A-3EIK-1
- Alternative 4B

All alternatives (except 1-4B-1) that begin with 1 are new alternatives. After the last PAC meeting, Ray Faucher had asked Bill Plumpton to take another look at modifications to Route 46. Four new alternatives, 1-1, 1-2, 1-3, 1-4 were developed as a result.

Modifications to Alternatives 1 and 1-4B ending with -1 were suggested by the Town of Holden. These modifications consists of a series of jughandles on Route 1A with traffic signals and pacer lights with parallel service roads.

Modifications ending with -2 were developed as a series of diamond interchanges on Route 1A with parallel service roads. To reverse direction, one would have to do so at a diamond interchange.

Roger Raymond asked if there would still be traffic signals. With grade separation, Bill said it was likely that the traffic signals could be eliminated. This modification does a lot more to fix system continuity than Alternatives 1-1 and 1-4B-1 because no matter how well coordinated, traffic will accelerate and decelerate at varying speeds.

Upon examining the matrix, Jim Ring noticed Alternatives 1-1, 1-2, 1-3, 1-4 would require 1.5 miles of new roadway. He asked if this would be newly constructed roadway. Bill said that it would be: a 1.4-mile section between Route 1A and Route 46 to provide a smoother connection between the two routes and avoid the intersection of Route 1A and Route 46, and a 0.1-mile between Route 46 and Route 9.

Modifications ending with -3 consist of grade separations on Route 1A with only right-in and right-out movements for turns. It is similar to -1 modifications but instead of the 7 jughandles, there are 7 grade separations. There will be the same controlled access on Route 1A but one will have to go over a bridge to reverse direction.

Modifications ending with -4 consist of barrier separated collector/distributor lanes along Route 1A. An example of this is on I-295 at Congress Street in Portland where slow speed lanes help traffic getting on the highway cause less interference with the flow of traffic. Collector/distributor lanes are very useful when traffic volumes are high.

Alternatives 1-1, 1-2, 1-3, 1-4

Referring to the matrix, Bill Plumpton highlighted several key points:

- i. This family of alternatives would have the highest impact to prime farmlands.
- ii. Total land area required is between 203 and 209 acres, on the lower end in comparison to the other alternatives.
- iii. Residential displacements are higher than other alternatives.
- iv. The commercial displacements include a Mobil station, the Red Barn take out and an antique and collectables store.
- v. If selected, 0.3 million cubic yards of extra fill would be required.

Alternatives 1-4B-1, 1-4B-2, 1-4B-3, 1-4B-4

Continuing to examine the matrix, Bill Plumpton highlighted these issues:

- i. The acreage of wetland affected is higher than the new family of alternatives above.
- ii. Fewer acres of prime farmlands are affected.
- iii. Fewer residential and commercial displacements.

Questions relating to Alternatives1-1, 1-2, 1-3, 1-4 and 1-4B-1, 1-4B-2, 1-4B-3, 1-4B-4

Scott Leach asked who would be responsible for paying for construction and maintenance of these alternatives. Ray Faucher said the initial cost of construction would probably come from state and federal dollars. However, once the roadway is built, the local community will be responsible for maintaining the facilities.

In response to a question regarding acquisition of property, Bill Plumpton said MDOT and FHWA would pay for a business to continue running as it does in the present location. In other words, if necessary, businesses would be compensated for loss of commercial property of parking lots, space to expand, etc. Mark Hasselmann, FHWA, added that any right of way acquisition would be based on current market value.

Jim Ring asked if the MDOT, in considering the compensation structure for impacts, considered the fact that it could cut off the possibility for future expansion of a business. Bill Plumpton reiterated that the state compensates for losses and suggested that the MDOT would consider the impact on the ability for a business to expand.

Jim Ring asked how modifications 1-4 and 1-4B-4 would connect to Route 46. Bill Plumpton said 1.4 miles of road on new alignment would be constructed between Route 1A and Route 46 so that it meets the system linkage purpose of the study. This would help to fix the problem of system linkage.

In response to Sandi Duchesne's question, Bill Plumpton clarified that all new alignments are proposed as four lanes. Initially, two lanes would be built and the remaining two would be constructed, only as traffic volume increase. The numbers in the matrix include the impact on property for all four lanes. MDOT would acquire the right-of-way to build four lanes.

Manley DeBeck asked if the MDOT would consider a four-lane alignment given the current traffic volume and if all traffic was taken off I-395 and Route 1A. Ray Faucher said if the no-build alternative was selected, traffic volumes would warrant widening Route 1A to four-lanes in 5-10 years. If Alternative 4B was selected, it would take most of the traffic off Route 1A however, and the four-lane alignment would probably be warranted in about 25 to 30 years.

Jim Ring asked if widening was considered a solution. Ray Faucher replied there would be fewer lanes to handle the traffic problem in the future. Limiting access points would allow greater efficiency for the existing system thereby delaying the need for widening to 4 lanes.

Jim Ring asked if the other alternatives had similar beneficial alignment impacts. Bill Plumpton said only Alternative 4B would help with the east-west traffic flow as well as traffic going to Ellsworth.

Joan Brooks said at the end of this study, if it were decided that Alternative 4B should not be built, given the increasing traffic volumes, something would have to be done to Route 1A at a later date. Ray Faucher agreed and added those improvements would have to compete for funding at that point in time.

Manley DeBeck said before 1986 when I-395 was built, people would have a difficult time trying to get through Bangor in the summer. The construction of I-395 has enabled the area to grow. He added that the same thing is happening on Route 1A.

Rick Bronson asked why the problem on Route 1A was being stressed. During the Bangor Folk Festival, there was traffic backed up to the Lucerne Inn. He stressed the need to ensure the right alignment is selected so as to alleviate the traffic problem.

Stan Moses stressed the need to consider immeasurable costs such as inconvenience and present traffic danger. Bill Plumpton agreed and said that MDOT understands the urgency and is committed to seeing this move forward but at the same time making sure the best alternative is selected.

Ed Harrow asked if the study team should consider expanding their scope in order to solve two traffic problems with one solution. Bill Plumpton disagreed. The boundary of the study area was originally based on the east-west traffic problems identified. Therefore the solution to the traffic problems should lie within this geographic boundary.

Sandi Duchesne asked if the study team could stop exploring new solutions and move forward with the current range of alternatives. Ray Faucher agreed.

Bill suggested it would be helpful if the Town of Holden could help the study team reduce the families of 1 and 2s to just 1 or 2 alternatives. Alan Bromley said it would be necessary for the Town of Holden to hold a public meeting to look at the options and to come to a consensus on the alternatives to examine further.

Alternatives 2B, 2B-1, 2BEF, 2BE3K

Alternative 2B-1 was suggested at the last PAC meeting. It comes closer to the Holden and Eddington town line. This alternative impacts a lot of undeveloped wildlife habitat, however, fewer buildings are in the proximity of this alternative.

The other alternatives in this family are unchanged.

Alternative 3EIK, 3EIK-1, 3A-3EIK-1 Alternative 4B

These alternatives have not changed since the last PAC meeting.

To conclude, Bill Plumpton said -1 modifications would not satisfy the purpose or need for improved system linkage. All the other options provide continuity and call for less maintenance.

He called everyone's attention to several areas in the matrix:

- The number of residential displacements for Alternative 4B is 5, compared to 4 in the matrix distributed at the last PAC meeting in July. This is due to the difficulty of examining displacements in areas with heavy forest cover. It would be more accurate to say between 5 and 7 residences would be impacted by this alternative.
- Two footnotes should be added to the matrix: for Alternatives 1-1, 1-2, 1-3, and 1-4 about 4,100 feet of the total length of the alternative exceeds 3% design criteria, and for Alternatives 1-4B-1, 1-4B-2, 1-4B-3, 1-4B-4, and 4B, about 2500 feet of the total length of the alternative exceeds 3% design criteria.
- A reminder of the operational impacts to Camp Roosevelt that would result from Alternatives 1-4B and 4B.

AGENDA 3: NEXT STEPS AMD ACTIVITIES AND SCHEDULE

The next steps include

- Continue Design and Impact Avoidance and Minimization
- Agency Coordination
- Noise Analysis
- 3-Dimensional Visualization of Alternatives Retained for Detailed Analysis
- Cost Estimating
- Preparation of the EA

AGENDA 4: QUESTIONS FROM THE PUBLIC

Dick from Holden: I understand there is some consideration for future growth on Route

1A but what about the fact that there is really no good alternative route to get to Mt. Desert Island? Is the state putting in a new

bridge in Augusta?

Ray Faucher said the state is building a new bridge and interchange in Augusta connecting I-95to Route 3. This bridge would make it more attractive for travelers going to the coastal communities. There will be better signage to divert traffic from Route 1 in Bath, Wiscasset and Woolwich. The DOT is also considering other modes of transportation like commuter buses and rail.

Mike from Holden: In the handout, traffic volumes on Route 1A and Route 46 are

forecasted to increase by 69% for all vehicles. Did these numbers include the construction of a new bridge between I-95 and Route 3?

Ray said the numbers reported were from the East-West Highway study and wasn't sure if the numbers reported took into consideration the diversions that would occur from a new bridge near Augusta. He intends to review the actual numbers and provide a more accurate answer at the next meeting. Bill Plumpton added that this sheet was a summary of the information supporting the purpose and needs for this study was produced over a year and a half ago. It was included in the handout simply as a reminder of the problems that this study is trying to fix.

Mr. Grant, who lives and owns a business in Holden, commented on the differences in the I-395 bypass and impact to Wilson Street versus Alternative 4B. Wilson Street is better than the remainder of Route 1A in that it has a major nucleus of residences and has water and sewer infrastructure. He went on to say that Marden's brought people and traffic to Brewer. In response to his comment, Manley DeBeck pointed out that the people who travel on Wilson Street are going towards Route 1A to Bar Harbor.

Eva from Holden:

At the last meeting you said the family of alternative 3s were favored. Why were they not mentioned at this meeting? Also, there is a severe disconnect between the people form Holden and the Selectmen. I am glad to hear we are finally going to have a public meeting. Why do we focus so much attention on Alternative 4B if it has the most impact and costs the most?

Ray Faucher said this meeting was spent explaining the new alternatives. As for studying Alternative 4B, NEPA requires federal agencies to consider an alternative that is reasonable, and satisfies, the study purpose and need with the least impact to people and the environment. Although some options are less attractive than others, Alternative 4B is a viable alternative and needs to continue to be considered.

Judy Sullivan asked for a clarification of the number of lanes proposed on Route 9 on the section of Alternative 2B. Ray Faucher said it would be 2 lanes and if it were considered to be the best option, it would be a challenge to control access considering how built up the area is presently.

Bill Plumpton assured the public present at this PAC meeting that there will be opportunities for public involvement in the future.

Sandi Duchesne asked if the PAC, MDOT or study team would be responsible for reducing the number of alternatives. Ray Faucher said MDOT and the study team would look at all the information collected and then make their recommendations at the next PAC meeting. At that point, they would look for concurrence from the PAC. If the PAC agrees on the recommendations, the study proceeds. Otherwise, the study team will go back and reassess their recommendations in light of the comments heard.

Jim Ring requested that the study team provide a traffic data for the new set of alternatives at the next PAC meeting. Ray Faucher agreed. He said that Mike Morgan is working on this and hopes to complete the analysis by the next PAC meeting.

The next PAC meeting is scheduled for November 20, 2002.

Summary of Preliminary Impacts and Feasibility of the Range of Reasonable Alternatives Retained for Continued Screening September 2002

Purpose and Needs

Physical and Biological Environment

*	Saire	Saise (Orestinose	MM & House of Cosmo)	MMI/H.	(acres) Soils	Maler Cossings (Month of Month	Linder of Modern	Notable Milling	Aquifers: S	Moh Vie.	(acres) (500p)	Communic	Active Fig.	Prime Far.	Samana Soils
No-build	no	no													
1-1	no	no	29.0	2.7/28.5	7/29.0	4/0	91	2.2	209	0	1.0	1	23.5	60.6	0
1-2	yes	yes	30.3	2.7/28.8	7/30.3	4/0	93	2.2	208	0	1.0	3	21.6	60.8	0
1-3	yes	yes	28.5	2.8/28.1	7/28.5	4/0	89	2.2	203	0	1.0	2	22.6	57.4	0
1-4	yes	yes	32.4	2.8/32.1	3/32.4	4/0	86	1.8	205	0	1.0	2	21.0	63.4	0
1-4B-1	no	no	40.9	3.4/40.1	6/40.9	7/0	178	2.3	262	0	0.8	2	10.8	42.2	0
1-4B-2	yes	yes	42.2	3.4/41.4	6/42.2	7/0	181	2.3	261	0	0.8	4	8.9	41.1	0
1-4B-3	yes	yes	40.5	3.4/39.7	6/40.5	7/0	177	2.3	255	0	8.0	3	9.9	39.0	0
1-4B-4	yes	yes	44.4	3.4/43.7	3/44.4	7/0	174	1.9	258	0	0.8	2	10.6	44.4	0
2B ^{2,3}	yes	yes	27.8	4.1/24.4	5/27.8	6/2	93	0.0	120	0	10.5	0	17.1	23.3	0
2B-1	yes	yes	35.4	5.9/34.5	9/35.4	11/2	186	0.0	222	0	10.7	0	18.8	37.0	0
2BE3K	yes	yes	53.9	9.3/51.2	11/53.9	11/2	170	0.0	209	0	15.1	0	8.8	39.3	0
3EIK	yes	yes	46.8	4.5/45.5	8/46.8	7/0	211	3.2	226	0	7.4	0	4.1	20.5	0
3EIK-1	yes	yes	48.0	5.0/42.4	7/48.0	8/0	205	13.9	224	0	15.6	0	7.9	22.7	0
3A-3EIK-1	yes	yes	50.0	5.6/48.2	5/50.0	8/1	182	12.5	205	0	22.8	0	9.3	22.2	0
4B	yes	ves	44.4	3.2/43.5	3/44.4	10/0	253	1.8	276	0	0.8	0	6.9	18.6	0



Land Use												Cultural Resources					Engineering Feasibility								
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No-build													no											<u> </u>	
1-1 11.7	40.4	23.5	91	43.0	209	17	3	112	0				no ⁹	1.5	2/685	4.9	0.81	1.11	-0.30	33	42	12	1.6	0.9	
1-2 10.7	39.9	21.6	93	42.6	208	15	1	143	0				no ⁹	1.5	6/1,210	6.8	0.81	1.11	-0.30	33	42	9	1.6	0.9	
1-3 10.5	38.1	22.6	89	42.6	203	12	3	108	0				no ⁹	1.5	9/2,178	4.9	0.81	1.11	-0.30	33	42	12	1.6	0.9	
1-4 10.4	46.1	21.0	86	41.3	205	21	3	118	0				no ⁹	1.5	5/1,571	8.2	0.81	1.11	-0.30	33	42	8	1.6	0.9	
1-4B-1 11.3	31.6	10.8	178	29.8	262	13	3 ⁷	87	0				no ⁹	6.1	6/2,572	4.9	3.04	2.47	0.57	82	64	13	1.8	0.5	
1-4B-2 10.3	31.1	8.9	181	29.3	261	11	17	85	0				no ⁹	6.1	10/3,097	6.8	3.04	2.47	0.57	82	64	10	1.8	0.5	
1-4B-3 10.1	29.3	9.9	177	29.3	255	8	3 ⁷	82	0				no ⁹	6.1	13/4,065	4.9	3.04	2.47	0.57	82	64	13	1.8	0.5	
1-4B-4 10.0	37.5	10.6	174	25.4	258	17	3 ⁷	77	0				no ⁹	6.1	9/3,458	8.2	3.04	2.47	0.57	82	64	9	1.8	0.5	
2B ^{2,3} 0.0	4.9	17.1	93	5.5	120	3	0	200 ⁸	0				yes	5.8	7/4,354	0	0.89	0.91	-0.03	37	29	4	1.1	0.6	
2B-1 0.0	10.0	18.8	186	6.9	222	8	0	60	0				yes	10.7	8/4,669	0	1.74	1.75	-0.01	56	50	5	1.1	0.7	
2BE3K 0.0	10.9	8.8	170	18.6	209	8	0	73	1				yes	10.1	8/3,021	0	1.59	1.58	0.01	47	27	6	1.1	0.7	
3EIK 1.5	2.5	4.1	211	6.4	226	2	0	22	0				yes	10.4	10/3,948	0	1.90	2.19	-0.29	66	37	4	1.5	0.6	
3EIK-1 1.0	4.1	7.7	205	6.9	224	4	1	21	0				yes	10.2	7/2,797	0	2.19	2.18	0.01	75	56	4	1.45	8.0	
3A-3EIK-1 0.0	7.9	10.9	182	4.6	205	8	0	41	0				yes	9.2	7/2,809	0	2.11	2.10	0.01	75	62	3	1.36	0.8	
4B 1.0	9.3	6.9	253	6.2	276	5	1′	31	0				yes	11.0	11/3,486	0	4.08	3.84	0.24	82	64	9	2.03	0.5	

Notes:

For Alternative 1 (upgrade) and Alternative 1-4B (partial upgrade):

- Modifications ending in -1 consist of a series of jughandles on Rt. 1A with traffic signals and "pacer" lights.
- Modifications ending in -2 consist of a series of diamond interchanges on Rt. 1A with parallel service roads
- Modifications ending in -3 consist of grade separations on Rt. 1A with only right-in and right-out movements for turns.
- Modifications ending in -4 consist of collector/distributor lanes along Rt. 1A.

¹ Hydric soils were considered wetlands.

² Connects to Route 9 between Davis Road and Chemo Road

³ Impacts from alternative include impacts along its entire length of Route 9 to the east of East Eddington providing for equal comparison between alternatives

⁴ A residence was considered displaced if it was directly impacted by an alternative

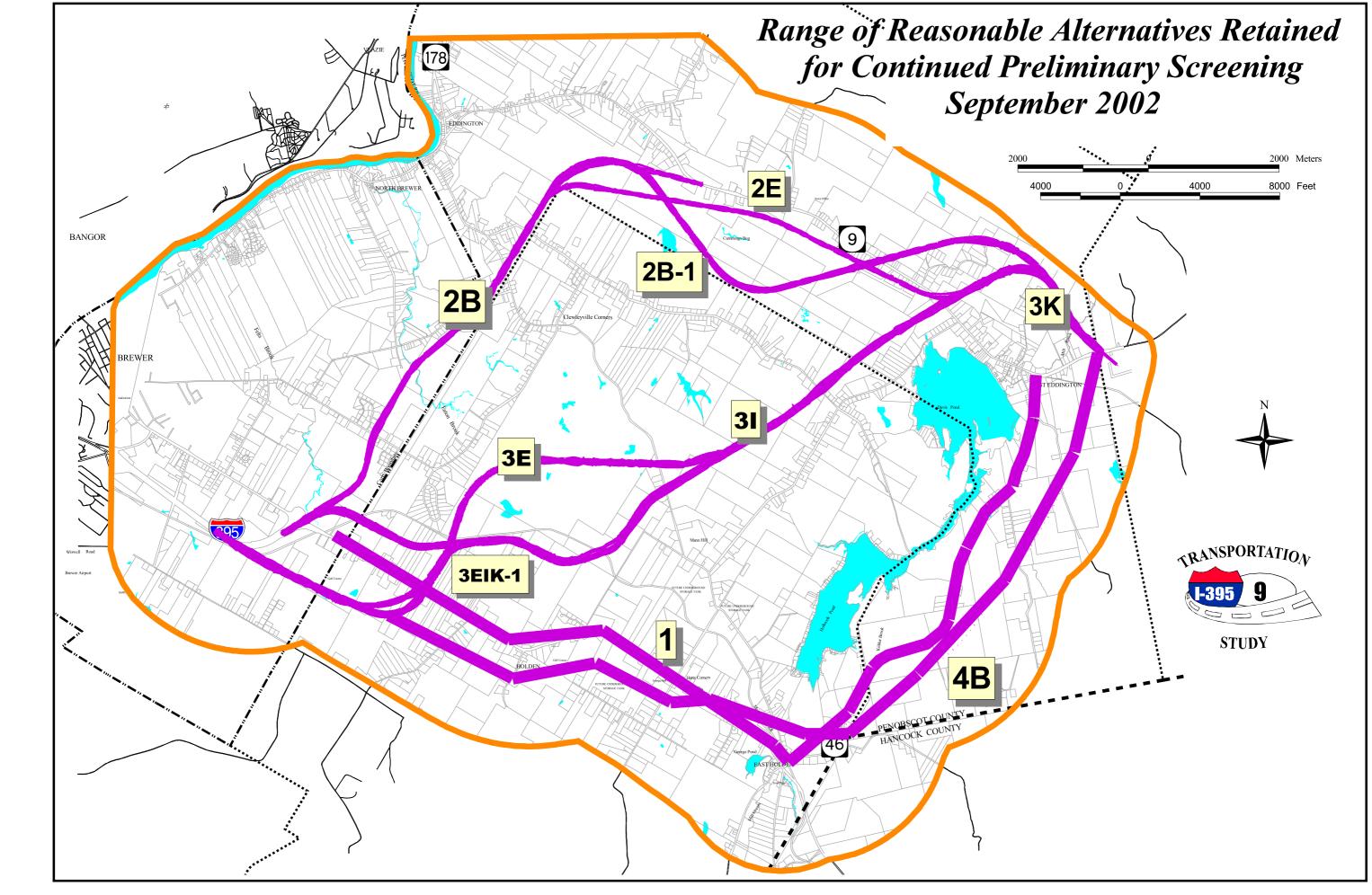
⁵ Proximity is defined as within 500 ft. on either side of a proposed alternative.

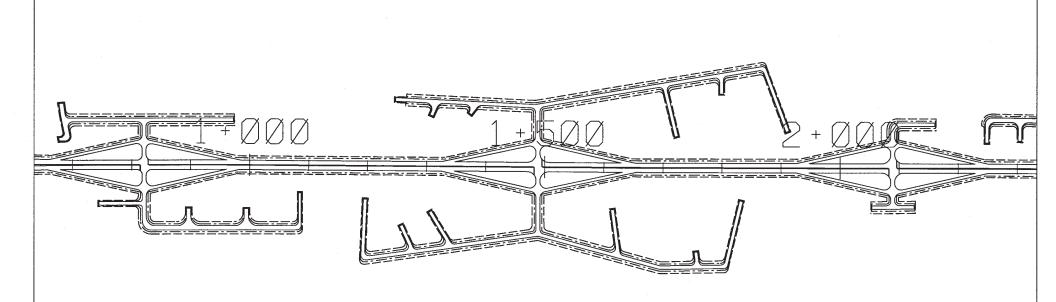
⁶ New column added in June 2002

⁷ Results in operational impacts to the Boy Scouts of America, Camp Roosevelt

⁸ 47 houses and businesses in proximity along a portion of the alternative on new alignment between I-395 and Rt. 9. 153 houses and businesses in proximity along Rt. 9 between the portion on new alignment and where other alternatives join Rt. 9 to the east of East Eddington.

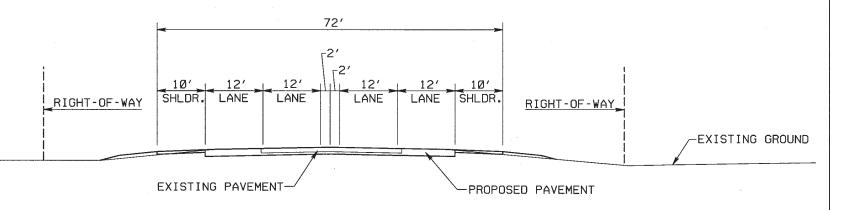
⁹ 1,600 ft. or 8.5% of the length of Rt. 1A does not meet vertical geometry criteria along Existing Rt. 1A.



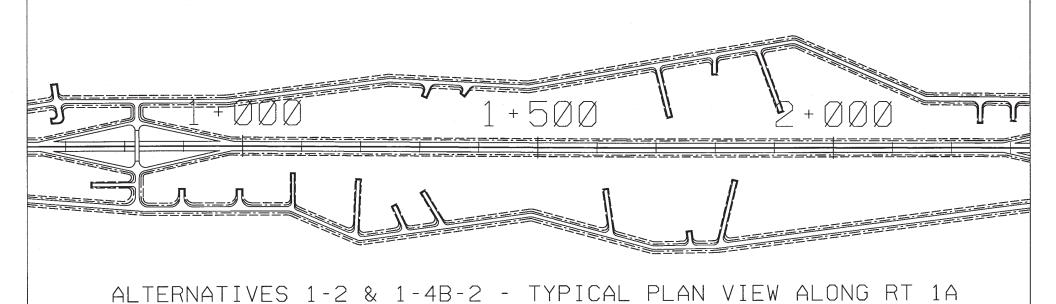


ALTERNATIVES 1-1 & 1-4B-1 - TYPICAL PLAN VIEW ALONG RT 1A

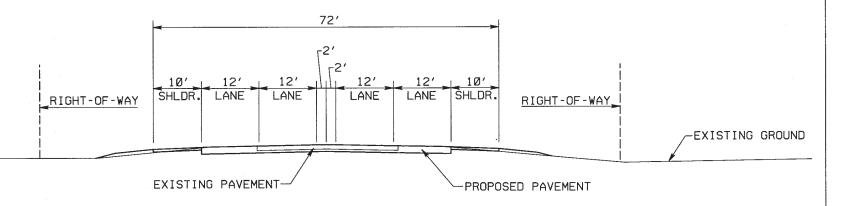
8 AT-GRADE INTERSECTIONS ALONG RT 1A Ø BRIDGE LOCATIONS ALONG RT 1A



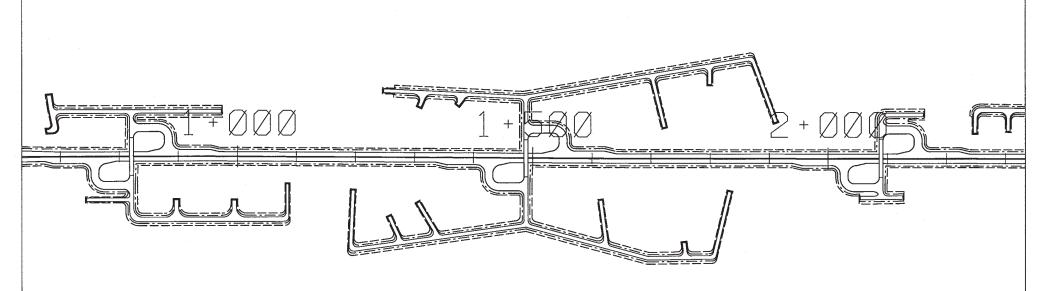
ALTERNATIVES 1-1 & 1-4B-1 - TYPICAL SECTION ALONG RT 1A



4 GRADE-SEPARATED DIAMOND INTERCHANGES ALONG RT 1A 4 BRIDGE LOCATIONS ALONG RT 1A

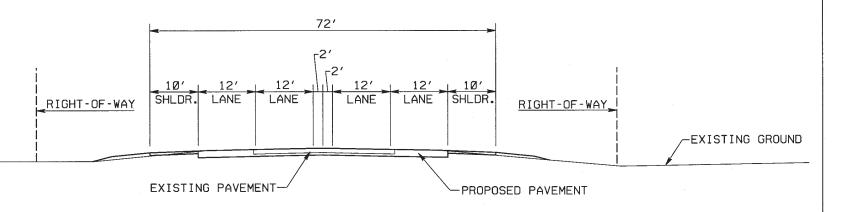


ALTERNATIVES 1-2 & 1-4B-2 - TYPICAL SECTION ALONG RT 1A



ALTERNATIVES 1-3 & 1-4B-3 - TYPICAL PLAN VIEW ALONG RT 1A

1 AT-GRADE INTERSECTION ALONG RT 1A 7 ON/OFF INTERCHANGES ALONG RT 1A 7 BRIDGE LOCATIONS ALONG RT 1A



ALTERNATIVES 1-3 & 1-4B-3 - TYPICAL SECTION ALONG RT 1A

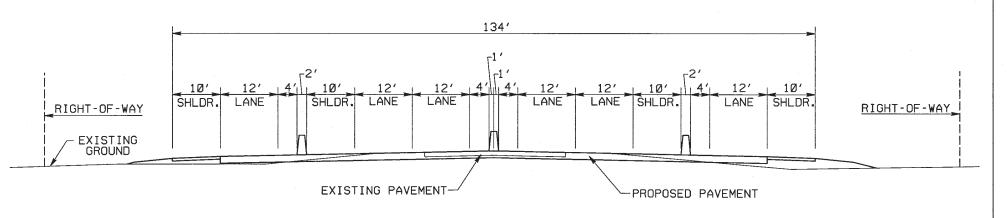
1 + 000

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ALTERNATIVES 1-4 & 1-4B-4 - TYPICAL PLAN VIEW ALONG RT 1A

3 GRADE SEPARATED CROSSINGS ALONG RT 1A 3 BRIDGE LOCATIONS ALONG RT 1A



ALTERNATIVES 1-4 & 1-4B-4 - TYPICAL SECTION ALONG RT 1A



STUDY

Study Purpose

The purpose of the study is to: 1) improve a section of Maine's National Highway System from I-395 in Brewer to Route 9, consistent with current American Association of State Highway and Transportation Officials (AASHTO) policy on design; 2) improve regional system linkage; and 3) improve safety on Routes 9, 46 and 1A; and 4) improve the current and future flow of traffic and shipment of goods to the interstate system.

The PAC assembled for this study supports this purpose. In recognition of this overall purpose, the goals of the PAC are to promote:

- Safer travel from I-395 to Rt. 9
- Travel efficiency
- Neighborhood integration
- Economic development
- Environmental protection
- Long-range, comprehensive planning
- Connectivity with other roads and towns
- Access for emergency vehicles and general traffic
- Historical/archaeological preservation
- Financial return for investment

Study Needs

The need for the study is based on poor roadway geometry in the study area coupled with an increase in commercial, local, and regional traffic. The result has been:

• Poor System Linkage

- o Improve the National Highway System and roadway connectivity
- o Current and future flow of traffic and shipment of goods to the interstate system
- The study area is the origin/destination for relatively few trucks; the majority of the truck traffic is passing through the study area
- o Trucks with trailers greater than 48 feet use Route 46 illegally, contributing to the safety problem
- Component of an East-West Highway

Safety

- o Four high crash locations exist (data from 1997-1999):
 - Intersection of Routes 9 and 46 8 crashes
 - Route 46 Mann Hill Road to Holden Eddington line 8 crashes
 - Intersection of Route 1A and Copeland Road 8 crashes
 - Intersection of Routes 9 and 178 11 crashes

• Traffic Congestion

- o Since 1990, traffic has increased 60% on Route 46 and 15% on Route 9
- o Heavy truck traffic on Route 9 has nearly doubled since 1990
- o 5 out of 6 heavy trucks on Route 46 and Route 1A use I-395
- o Congestion exists on Route 1A north of Route 46
- o By the year 2030, traffic volumes on Route 1A north of Route 46 are forecast to increase by approximately 69% for all vehicles and approximately 56% for heavy trucks.
- o By the year 2030, traffic volumes on Route 46 are forecast to increase by approximately 238% for all vehicles and approximately 93% for heavy trucks
- o By the year 2030, traffic volumes for on Route 9 east of Route 46 are forecasted to increase by approximately 97% for all vehicles and approximately 75% for heavy trucks



DESIGN ELEMENT	MAINE DEPARTMENT OF TRANSPORTATION HIGHWAY DESIGN GUIDE
Design Year	2030
Functional Classification	Limited Access Two-Lane Highway within a Four-Lane Right-of-Way
Terrain	Level
Design Speed	110km/h (70 mph)
Lane Widths	3.6m (12')
Shoulder Widths	Right 3.0m (10') Left 1.2m (4')
Cross Slopes	6.0% max. superelevation 2.1% normal
Median Width	4.2% shoulder – normal To be determined by field conditions. Minimum 6.71m (22')
Clear Zone	Variable. Dependant on design speed, traffic volume and side slopes.
Side Slopes Cut	· ·
Front of Slope Depth of Ditch	1:6 A rounded ditch section should be used unless hydraulic capacity warrants the use of a trapezoidal ditch. The depth of ditch shall be maintained 0.31m (1') below subgrade.
Back Slope	1:2
Fill	
0m – 6.10m Height > 6.10m Height	1:6 / 1:4 (hinged) 1:2
Minimum Stopping Sight Distance	259.08m (850')
Decision Sight Distance	335.25m (1100')
Minimum Radius	635.05m (2083.48')
Vertical Grades	3% max. 0.25% minimum desirable
M: : V 4: 101	0% minimum
Minimum Vertical Clearance	5.03m (16'-6") for New and Replaced Overpassing Bridges. 4.88m (16'-0") for Existing Overpassing Bridges.



Maine Department of Transportation I-395 / Route 9 Transportation Study November 20, 2002 Public Advisory Committee Meeting



Contact Susanna Liller at 1-800-370-2458, extension 112 Meeting Minutes November 20, 2002, at the Holbrook School 7:00-9:15 pm PAC Meeting #15

Public Advisory Committee (PAC):

Alan Bromley Rick Bronson Joan Brooks Rodney Buswell Ellen Campbell Manley DeBeck, Jr. Sandi Duchesne Ed Harrow Linda Johns Scott A. Leach Stan Moses Charles Plummer Roger Raymond Jim Ring

Not in attendance:

Keith Guttormsen Melody Knadler Gerry Palmer Al Skolfield

Study Team:

Raymond Faucher, MDOT
Bill Leet, MDOT
Mark Hasselmann, FHWA
William Plumpton, Gannett Fleming
Jeraldine Chow Herrera, Barton & Gingold
Susanna Liller, Barton & Gingold

Susanna Liller welcomed everyone to the 15th PAC meeting. She introduced herself as the facilitator hired by the Maine Department of Transportation (MDOT) to lead the Public Advisory Committee (PAC) meetings. PAC meetings are working meetings for committee members but the public is welcome to attend and can ask questions during the last 15 minutes of the meeting.

AGENDA 1: OLD BUSINESS

Announcements

The agenda was rearranged as Bill Plumpton would be late. He was expected at 7:30pm.

Minutes from the last meeting

Susanna asked for those who have not been receiving the mailings to let her know.

AGENDA 2: RESULTS OF TOWN OF HOLDEN PUBLIC MEETING TO DISCUSS ALTERNATIVES

Alan Bromley presented.

At the last PAC meeting, the representatives of Holden were asked if there was any option that the town could support. As a result, the town conducted several meetings. Ray Faucher attended one of the meetings.

The Town of Holden has identified a corridor that they can support. The Corporate Boundary Route is a variation of a route that the PAC and study team have seen. The Corporate Boundary Route:

- Is a modified connector route from I-395 to Route 9 approximating the corporate boundary lines of Brewer, Holden and Eddington
- Includes a road connector headed northwesterly to Route 178
- Continues the center turning lane on Route 1A to Route 46.

Details of this proposed route is in the attached resolution, which Alan read.

AGENDA 3: SUMMARY OF MDOT'S RIGHT-OF-WAY ACQUISITION AND RELOCATION ASSIATANCE PROGRAMS

Before his presentation, Bill Leet from MDOT handed out a booklet entitled, "A Landowners Guide to the Property Acquisition Process." Please call Jerry C. Herrera at 774-2458, x115 if you need a copy.

Summary of Bill Leet's presentation:

The right-of-way acquisition does not start to affect people until the highway alignment is accepted and design has begun. Types of property rights that the MDOT acquires include:

Fee Interest: the State acquires all interest in a given parcel.

- Permanent Easements: the owner retains the title but the State acquires the right to use all or a portion of a property for a certain purpose. Examples include slope easement, drainage easement, construction and maintenance easement.
- Temporary Rights: the State acquires the right to grade, loam or seed, but only for a temporary period which will automatically expire at the conclusion of a project.

Prior to construction, an initial contact is made with the property owners. Information about the owner and the property is gathered for the Property Owner's Report. MDOT's legal department then begins title searches. A right-of-way map consisting of the existing right-of-way, existing property lines, construction baseline, proposed design and acquisitions is established through topography maps, county layouts, town records and previous projects.

When land is acquired from private property owners, the compensation is determined through an appraisal process. The property is inspected thoroughly with the property owner present. Next, the appraiser gathers, confirms and analyzes the market data, writes a report and then submits it for review to MDOT. The State then reviews the appraisal to see if damages are reasonable, specifications and laws are followed, damages can be defended and non-compensable items are excluded.

If just a portion of the land is taken, MDOT appraises the entire property and pays the difference between the value immediately before and immediately after the taking. When a property sustains severance damage, owner is compensated not only for the fair market value of the property taken, but for the loss in value incurred by the remainder resulting from the acquisition and proposed construction.

MDOT makes the state's offer in writing and sends it to the property owner. There should be a complete explanation of the project need, design, takings and impacts. The offer would be no less than the approved appraised value and there is no coercion.

If you are displaced by this or any other federally funded project, you are entitled to relocation assistance from MDOT's relocation assistance service. The benefits include assistance in residential relocation, business relocation, advisory assistance, moving costs, re-establishment expenses and incidental expenses.

Questions from the public

Carol Smith, Brewer: Page 18 talks about "Sale to the third party." If no one is

being contacted now, who's responsibility is it to tell people who are buying or selling their houses and don't know about

these proposed alternatives?

Bill Leet said once the alignment or right-of way is established, the property owner is then contacted by the MDOT. The legal issue only comes into play after MDOT contacts the property owner.

Charlie Payne, Holden: Once the process gets underway, how long will it take?

According to Ray Faucher, the objective is to complete the study by mid to late 2003. Once the study is complete and an alignment is identified, MDOT can start the process of identifying the parcels which have to be acquired.

Susanna stated that if people had more questions, there are contact numbers in the guidebook Bill handed out.

AGENDA 4: RESULTS OF INTERAGENCY COORDINATION MEETING ON OCTOBER 8TH

Bill apologized for being late to the meeting.

The 4th Interagency Meeting was held in October, eight months after the previous meeting. All the alternatives and analysis work done to date was shared with the federal and state agencies. They did not have many substantive comments and did not make suggestions for additional alternatives to be studied or modifications to any of the alternatives to further avoid and minimize impacts.

Ed Harrow asked if this meant that they agree with and would grant permitting for any of the alternatives selected. Bill Plumpton said there are no guarantees. The permit will be granted for the alternative with the least impact to the environment that is also in the public interest.

AGENDA 5: SUMMARY OF TRAFFIC FORECASTING AND MEASURES OF EFFECTIVENESS

Bill Plumpton referred to the handout that was sent with the minutes of the last meeting. In an effort to evaluate the potential transportation benefits, the design team developed quantitative estimates of the following:

- Vehicle miles traveled (VMT)
- Vehicle hours traveled (VHT)
- Cost Savings (for VMT, VHT and yearly total travel cost)

Bill reiterated the need to balance the impact to people and the environment. The objective of this study is to find the alternative that best satisfies the overall purpose and need of the study with the least impact to the human and natural environment.

All reductions are compared to the no-build alternative in 2030. Bill summarized the analysis and disclosed the assumptions which were made:

- Alternative 2B and Alternative 2B-1 would have similar reductions
- Functions of the 4 modifications to Alternative 1 and Alternative 1-4B were assumed similar
- Speed on Route 1A was assumed at 50 & 55 mph

Questions from the PAC

Sandi Duchesne asked how close Alternative 2BE3K is to the Corporate Boundary Route proposed by the Town of Holden. Bill said he hadn't had time to fully evaluate Holden's proposed alternative. The town voted on the resolution on November 17 and he was given the plans a day later. The town plotted the corridor boundary route on an aerial photograph.

In response to Sandi Duchesne's question, Bill Plumpton said that it appeared that the Corporate Boundary Route closely resembled several alternatives that were previously studied and dismissed for various reasons. Alternatives 5A2E3K and 5A2EF were specifically mentioned. The suggestion of the Corporate Boundary Route would be examined before the next meeting.

Alan Bromley asked how cost savings have been determined and wondered if the figures for cost savings were accurate, as the road would primarily benefit trucks originating from Canada. Bill Plumpton said only variable costs, not fixed costs, are considered. The costs of running a vehicle such as gas, wear and tear, oil and other variable costs were valued at \$0.114/hr for cars and \$0.70 for heavy trucks. People's time is also quantified at \$10/hr and \$39/hr for heavy trucks. In response to his second statement, Bill said in the origin and destination study, it was found that many vehicle trips have Penobscot and adjacent counties as either their origin or destination. Bill promised to attach the summary charts from a previous PAC meeting when needs were discussed to the minutes of this meeting (see page 10).

Stan Moses asked if the study only counts one passenger per car and how VMT and VHT are calculated. Bill Plumpton said the numbers used were \$10/hr for car and \$39/hr for each truck (one person per vehicle). He went on to explain VMT and VHT were taken from a statewide travel demand model used by MDOT.

Rick Bronson questioned the accuracy of the numbers and asked the study team to confirm them for the next meeting. Bill agreed to take a look at results, but also said it was unlikely the computer model would give erroneous results.

In response to Alan Bromley's statement about the trucks from Canada benefiting from the new right-of-way, Stan Moses said the Canadian truckers are in the US to do business. It benefits the truckers and US businesses.

Bill Plumpton said that the handout can be found on the project website.

AGENDA 6: RECOMMENDATIONS FOR DISMISSAL OF ALTERNATIVES FROM FURTHER CONSIDERATION

Currently, 16 different alternatives or modifications exist for satisfying the purpose and needs of this study. The study team recommended the dismissal of several of the remaining alternatives from further consideration. Bill handed out a memo dated November 15th (attached) and asked the PAC to review the rationale for reducing the proposed range of alternatives.

Family of Alternative 4, 1-4B:

There are other alternatives that better satisfy the purpose and needs and have less impact, and, presumably, at far less cost. These alternatives were dismissed at the meeting due to:

- Most physically intrusive
- Substantial operational impacts to Camp Roosevelt
- Very high construction costs

Family of Alternative 1:

There is compelling reason to dismiss 1-1 and 1-4 because:

- Most physically intrusive
- Inability to satisfy the traffic need

Bill reviewed the modifications to Alternative 1.

Alternative 1-2 consists of a series of diamond interchanges on Route 1A with parallel service roads. To reverse direction, one would have to do so at a diamond interchange. There would be no traffic signals and businesses and residents along the alignment will have access from the rear.

Alternative 1-3 is similar to the Town of Holden's suggestion. It consists of grade separations on Route 1A with only right-in and right-out movements for turns. There will be the same controlled access on Route 1A but one will have to go over a bridge to reverse direction.

Family of Alternative 2:

Due to the large impact to wetlands and hence, difficulty in obtaining a permit, Alternative 2BE3K should be dismissed from further consideration.

Alternative 2B and 2B-1 should be retained for further consideration at this time as more study needs to be performed prior to making a recommendation. Alternative 2B-1 satisfies system linkage and need more effectively than Alternative 2B but Alternative 2B-1 requires 100 acres more land to build it.

Family of Alternative 3:

Alternative 3EIK and 3EIK-1 were dismissed because they didn't perform as well as 3A-3EIK-1 and they had greater impact to natural resources.

Questions from the PAC

Ellen Campbell stated that the Town of Holden has no objections to also dismissing Alternative 1-2 and 1-3 from further consideration. Alan Bromley added there is little to no support from the town for any of the 1- options. MDOT agreed and is no longer interested in further considering these two alternatives.

Manley DeBeck asked why Alternative 2B-1 should be retained for further consideration if it requires 100 more acres of land than Alternative 2B. Ray Faucher said it does satisfy system linkage and need and more analysis needs to be done before the study team can recommend dismissal of this alternative. Bill said the study team needs to study these two alternatives a little further to fully understand the direct and indirect impacts caused by these two alternatives to people, particularly those living along the two alignments and living along Route 9, before making a recommendation to dismiss these two alternatives. Bill stated that MDOT is aware that there is little public support for these two alternatives. Manley said the Town of Eddington does not like these two alternatives.

Having lived in Clifton for 17 years, Sandi Duchesne expressed concern about Alternative 2BE3K. People who live on Route 46 could not walk to their neighbor's yards without putting their safety at risk. Their lives are severely limited. Bill Plumpton agreed with her and said that those were additional reasons why MDOT was no longer interested in considering Alternative 2BE3K.

Roger Raymond asked why Alternative 2B was dismissed then reintroduced. Bill reviewed the history of the original section of I-395, the conditions of the original permit, and how MDOT and others originally thought that alternatives using the existing interchange would not be considered 'practicable' by those that need to issue permits. This turned out not to be the case. Bill said more work has to be done before it can be conclusively eliminated from further consideration and said that MDOT is aware that there is little public support for Alternatives 2B and 2B-1.

With regards to the need to improve Route 1A, Roger Raymond asked if the associated costs should be taken into consideration. Ray Faucher mentioned that MDOT has considered the effects of upgrades on Route 1A. If the no-build is selected, Route 1A will become a candidate for widening in approximately 5-10 years. If an alternative from the Family of Alternative 2s and 3s were selected, Route 1A will become a candidate for widening in approximately 15-20 years. If an alternative from the Family of Alternative 4s were selected, Route 1A would become a candidate for widening in approximately 25-30 years. No matter what happens, the project to upgrade Alternative 1A will have to compete for funding with all other projects in the state at that point of time.

Rick Bronson suggested that Ray just made the case for Route 4B as it would "get our hand in the cookie jar sooner." Ray responded that he questioned if it would be a good investment of taxpayer's money.

Sandi Duchesne asked if it was too soon to eliminate Alternative 4B. Many people are in support of this alternative but have been told to hold off their support until later. Ray said that Alternative 4B is very intrusive, is most expensive to construct, is less effective at satisfying the purpose and needs of this study than other alternatives, and could potentially result in substantial impact the operations to Camp Roosevelt, one of the major destinations in the study area.

Jim Ring summarized for the PAC the recommended alternatives that have been retained for further consideration:

- The no-build (this always has to be considered as a viable alternative)
- Alternative 2B, 2B-1
- Alternative 3A-3EIK

He offered his comments:

- Alternative 2B should be dismissed as it does not serve system linkage
- Alternative 2B-1 should be considered if it is a different route than what the town of Holden has suggested
- Alternative 3A-3EIK-1 should be retained for further study

Bill thanked Jim for summarizing the range of alternatives being considered and accepted his comments, stating that MDOT needs to fully develop the no-build alternative and the other alternatives and their consequences for the year 2030 to get true assessments of the impacts.

Stan Moses asked what sort of improvements will there be for Route 1A if the no-build alternative was selected. Ray said MDOT would have to look at the cost and impact of widening. Based on present traffic growth, Route 1A will become a candidate for widening in 5-10 years. Bill Plumpton added that the no-build would only be selected when the cost of another suggested alternative outweighs the benefits. It also comes into play when no better solution can be found.

Ellen Campbell asked if the list of proposed alternatives for further consideration would include the proposal from Holden. Bill agreed and said he didn't have enough time to study that alternative before this PAC meeting.

Sandi Duchesne asked if Alternative 2B could be eliminated from further consideration. Ray said although Alternative 2B may not be a good alternative, MDOT would like to keep it in the study at this time to fully understand its impacts before making a recommendation to dismiss it.

AGENDA 7: NEXT STEPS AND SCTIVITIES AND SCHEDULE

The next meeting will be held on **January 15, 2003** at a **different location**. Rick Bronson suggested that it was good to alternate locations so that the same people didn't always have the longest drive.

AGENDA 8: QUESTIONS FROM THE PUBLIC

Sharon Byers from Holden said it was hard to see Alternative 3A-3EIK-1 on the map. Bill Plumpton said the study team would develop better maps of this alternative as it is studied and bring copies to the next meeting.

Larry Adams from Brewer referenced the memo from the City of Brewer and said there is no support from the city for the family of Alternative 2.

Ralph Russell from Eddington mentioned had the Town of Eddington has taken a stand, and they would have liked to see some of the other alternatives that had been proposed more than what remains today.

Barbara from Holden asked if the cost savings includes the reduction of crashes and the time drivers save by not being caught in traffic due to accidents. Bill Plumpton said the study did not factor in catastrophic events. It would make modeling much too complex. Only day-to-day events and not special events were calculated. Ray Faucher added MDOT has information on what crashes cost the.

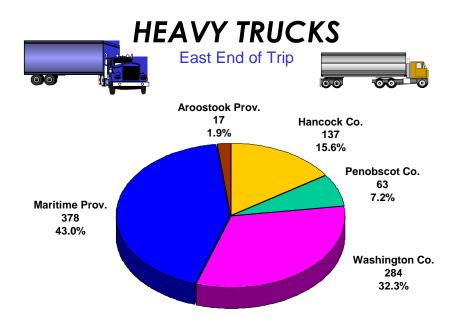
Barbara asked if safety was a concern. Bill reassured her safety is paramount to the department and one of the fundamental needs of this study.

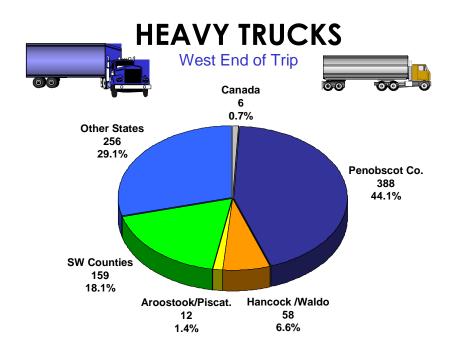
Judy Sullivan expressed her lack of understanding how Alternative 2B satisfied the purpose and need of the study. In her opinion, it does not deal with safety. Bill said Alternative 2B does not satisfy system linkage and this alternative pales in comparison to the other alternatives being examined. However, the work to fully understand the impacts to people has not yet been done.

A gentleman from Holden asked the PAC not to give short shrift to the alternative proposed by the Town of Holden. Ray said the study team would look at the alternative to see if it is substantially different from something already analyzed. If it is, it will be studied fully.

The same gentleman said the Town of Holden worked very hard to design an alternative that utilizes existing major transmission lines as it has less impact to people and wetlands. Ray thanked the community of Holden for taking a proactive approach and going through so much work to come up with a reasonable alternative.

Ray concluded the meeting by wishing everyone a happy and safe holiday. The next meeting is scheduled for January 15, 2003. The location will be announced.





Memo

To: Ray Faucher

From: William Plumpton

Date: November 15, 2002

Re: Dismissal of Alternatives, I-395 / Route 9 Transportation Study

Our current range of alternatives consists of six alternatives and 10 modifications of alternatives for a total of 16 possibilities for satisfying the study purpose and needs. These alternatives and their modifications are:

- No-build Alternative
- □ Alternative 1-1, 1-2, 1-3, and 1-4
- Alternative 1-4B-1, 1-4B-2, 1-4B-3, and 1-4B-4
- □ Alternative 2B, 2B-1, and 2BE3K
- Alternative 3EIK, 3EIK-1, and 3A-3EIK-1
- □ Alternative 4B

After reviewing this range of alternatives in light of the other coordination since the last PAC meeting on September 18, we offer the following direction and rationale for reducing this range of alternatives:

Family of Alternative 4, 1-4B:

- Alternatives 4B, 1-4B-1, 1-4B-2, 1-4B-3, and 1-4B-4: Dismiss from further consideration.
 - For Alternative 4B, little overall public support. Only public support appears to be from the City of Brewer. Little to no public support from the Town of Holden.
 - Physically the most intrusive alternatives: Alternative 4B =7.92 million c.y. of earthwork, 1-4Bs=6.0 million c.y. of earthwork. Most expensive to construct; although detailed cost estimate has not been prepared, alternatives do not appear to be able to be constructed at an affordable cost.
 - Perception that Alternative 4B would result in substantial reduction in existing property values, eliminate future economic development on Route 1A, and result in an increase in taxes to offset reductions.
 - Potentially substantial operational impacts to Camp Roosevelt.
 - 1-4Bs result in many more residential displacements than other alternatives retained.

- In general, require approximately 50 more acres of land to construct than Alternative
- 1-4Bs requires approximately 10 more acres of wetlands to construct than Alternative
 1, therefore permitting will be a greater challenge.
- Less effective than other alternatives retained for further consideration at satisfying study purpose and needs (see traffic measures).

Conclusion: Do not retain an alternative or modification of an alternative from these families for further consideration. Other alternatives exist that are more effective at satisfying the purpose and needs of this study, with less overall adverse impact to people and the environment, at a lower cost.

Family of Alternative 1:

- □ Alternative 1-1: Dismiss from further consideration.
 - Does not satisfy study purpose of improved system linkage. The introduction of seven traffic signals, no matter how well coordinated, is contrary to a high-speed connection between the interstate and principal arterials envisioned. Additional concerns include increased local O & M costs with pacer lights and lack of driver understanding and acceptance.
 - Less effective than other alternatives retained for further consideration at satisfying study purpose and needs (see traffic measures).
 - o 17 residential displacements a large number compared to other alternatives retained.
- □ Alternative 1-4: Dismiss from further consideration.
 - More physically intrusive and greater displacement of people than Alternatives 1-2 and 1-3. Would further accentuate a perceived divide of the Town.
 - More disruptive to business community than Alternatives 1-2 and 1-3 as the c/d lanes would be very restrictive to accessing businesses.
 - Would be more restrictive and increase emergency response times.
 - Less effective than other alternatives retained for further consideration at satisfying study purpose and needs (see traffic measures).
 - 21 residential displacements a large number compared to other alternatives retained.
 - Assumed to be more expensive to construct than Alternatives 1-2 and 1-3.

Conclusion: Retain either Alternatives 1-2 and 1-3. Look to Town of Holden and local business community to help identify one that they can support. No need to retain both for further consideration unless concurrence cannot be achieved. Recognize that both will limit access to residences and businesses, place (service) roads on both sides of residences and businesses, result in a visual intrusion along Route 1A with the creation of interchanges, increase emergency response and

deadhead time, and create approximately 4.9 or 6.2 miles of local roads to be owned and maintained by local community.

Family of Alternative 2:

- □ Alternative 2BE3K: Dismiss from further consideration.
 - Impacts approximately 54 acres of wetlands. Under Section 404, would not be the Least Environmentally Damaging Practicable Alternative and would not be permitted. Alternatives 2B and 2B-1 impact 28 and 35 acres of wetlands, respectively.

Conclusion: Retain Alternatives 2B and 2B-1 for further consideration. Seek advice from Town of Eddington on impacts to residents living along Route 9 for Alternative 2B versus approximately 100 more acres of land to build Alternative 2B-1. Ability to receive a permit from the Federal and state regulatory and resource agencies remains a question. Recognize that Alternative 2B is less effective at satisfying system linkage purpose and need than 2B-1.

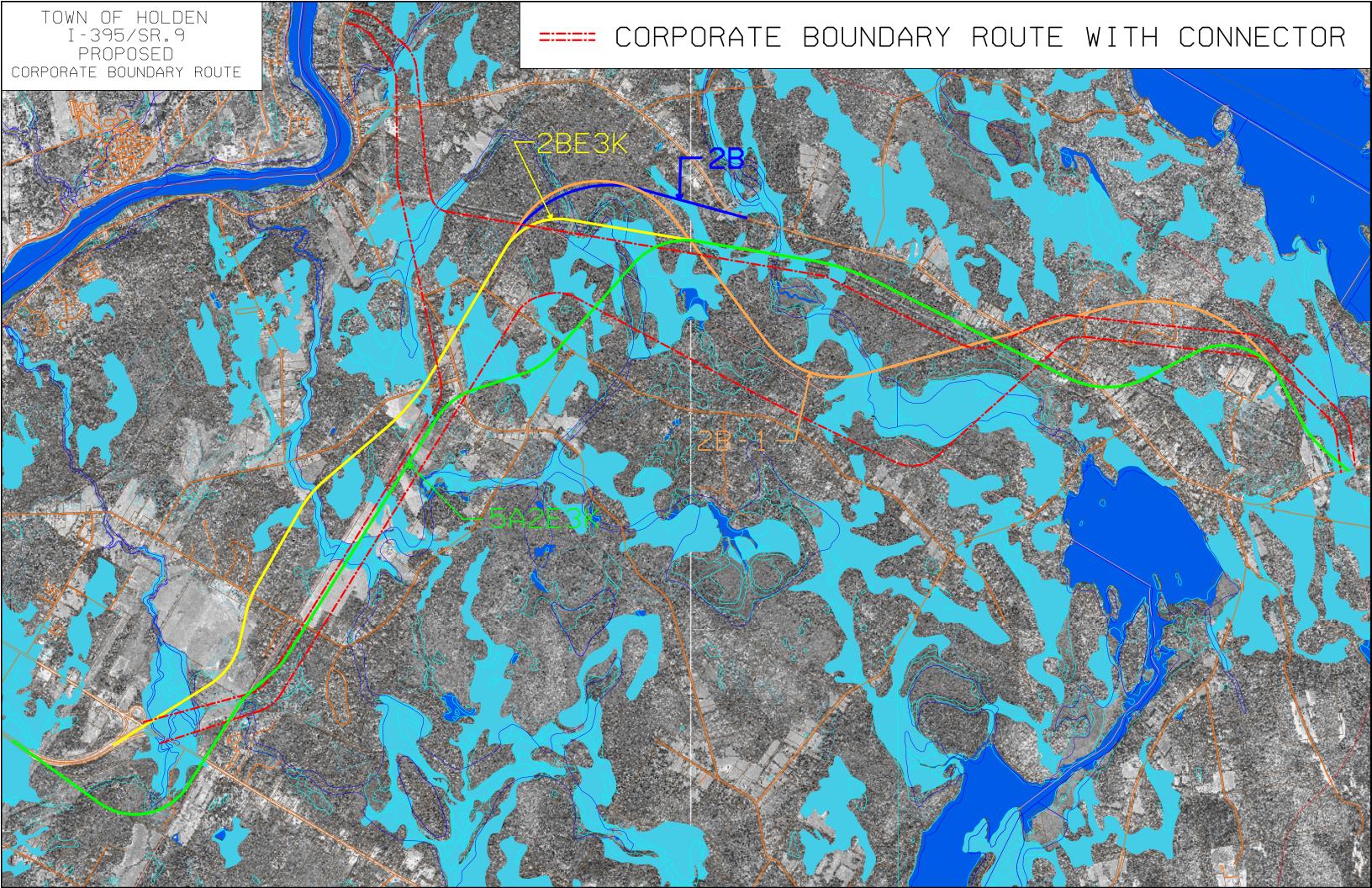
Family of Alternative 3:

- □ Alternative 3EIK: Dismiss from further consideration.
 - No known public support from the Town of Holden.
 - Greater proximity impacts to people along Eastern Avenue than either Alternatives 3EIK-1 or 3A-3EIK-1.
 - Alternative 3EIK takes approximately 20 more acres of area to build than Alternative 3A-3EIK-1.
 - Approximately 30% (1,100 feet) more bridge length than either Alternatives 3EIK-1 or 3A-3EIK-1.
 - Less effective at satisfying traffic congestion need than either Alternatives 3EIK-1 or 3A-3FIK-1.
- □ Alternative 3EIK-1: Dismiss from further consideration.
 - Approximately one mile longer to build than Alternative 3A-3EIK-1. Alternative 3EIK-1
 also takes approximately 20 more acres of area to build than Alternative 3A-3EIK-1.
 - Assuming retention and use of existing interchange, Alternative 3EIK-1 would create circuitous traffic movements to and from Route 1A.
 - Opposition from the Holden Business Association. Holden Business Association has indicated support for alternatives that connect to the existing I-395 Interchange such as Alternative 3A-3EIK-1.

Conclusion: Retain Alternative 3A-3EIK-1 for further consideration. Recognize that Alternative 3A-3EIK-1 results in six more displacements than Alternative 3EIK and four more displacements than 3EIK-1. Alternative 3A-3EIK-1 results in 7 acres more floodplain impact that 3EIK-1. Recognize Town of Holden views this family as not complying with their Comprehensive Plan.

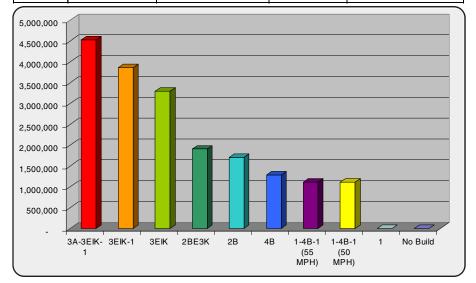
Alternatives to be Retained for Further Consideration are:

- No-build Alternative
- □ Alternative 1-2 or 1-3
- □ Alternative 2B and 2B-1
- □ Alternative 3A-3EIK-1



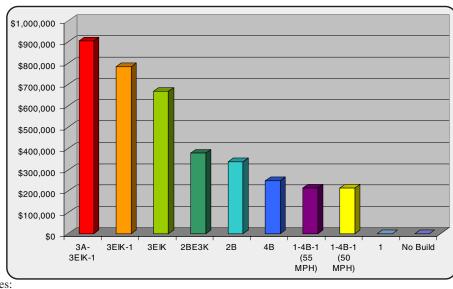
2030 Vehicle Miles Travelled (VMT)

Rank	Alt.	Passenger Vehicles	Heavy Trucks	2030 Total Annual Vehicle Miles Saved					
1	3A-3EIK-1	3,877,193	660,595	4,537,788					
2	3EIK-1	3,280,779	587,343	3,868,122					
3	3EIK	2,804,609	497,601	3,302,210					
4	2BE3K	1,630,565	276,068	1,906,633					
5	2B	1,463,979	244,769	1,708,748					
6	4B	1,110,863	176,948	1,287,811					
7	1-4B-1 (55 MPH)	964,221	150,873	1,115,094					
8	1-4B-1 (50 MPH)	964,221	150,873	1,115,094					
9	1	0	0	0					
10	No Build	0	0	0					



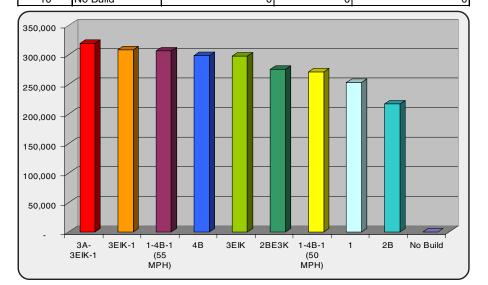
2030 Vehicle Miles Cost Savings over No-build Alternative

Rank	Alt.	Passenger Vehicles (1)	Heavy Trucks (2)	2030 Total Hours Cost Savings						
1	3A-3EIK-1	\$442,000	\$462,417	\$904,417						
2	3EIK-1	\$374,009	\$411,140	\$785,149						
3	3EIK	\$319,725	\$348,320	\$668,045						
4	2BE3K	\$185,884	\$193,247	\$379,131						
5	2B	\$166,893	\$171,338	\$338,231						
6	4B	\$126,638	\$123,863	\$250,501						
7	1-4B-1 (55 MPH)	\$109,921	\$105,611	\$215,532						
8	1-4B-1 (50 MPH)	\$109,921	\$105,611	\$215,532						
9	1	\$0	\$0	\$0						
10	No Build	\$0	\$0	\$0						



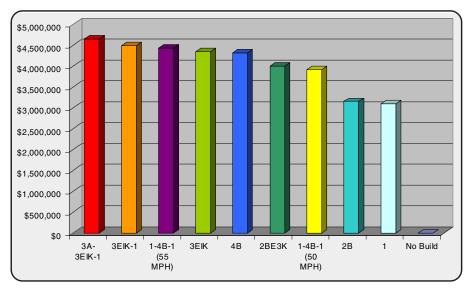
2030 Vehicle Hours Travelled (VHT)

Rank	Alt.	Passenger Vehicles	Hoovey Trucko	2030 Total Annual					
nalik	AIL.	Passenger venicles	Heavy Trucks	Vehicle Hours Saved					
1	3A-3EIK-1	269,336	50,253	319,589					
2	3EIK-1	259,753	48,670	308,423					
3	1-4B-1 (55 MPH)	259,628	46,963	306,591					
4	4B	252,492	46,172	298,664					
5	3EIK	251,092	46,967	298,059					
6	2BE3K	232,052	43,248	275,300					
7	1-4B-1 (50 MPH)	229,159	41,693	270,852					
8	1	233,894	19,492	253,386					
9	2B	182,870	34,007	216,877					
10	No Build	0	0	0					



2030 Vehicle Hours Cost Savings over No-build Alternative

Rank	Alt.	Passenger Vehicles (3)	Heavy Trucks (4)	2030 Total Hours Cos Savings					
1	3A-3EIK-1	\$2,693,360	\$1,959,867	\$4,653,227					
2	3EIK-1	\$2,597,530	\$1,898,130	\$4,495,660					
3	1-4B-1 (55 MPH)	\$2,596,280	\$1,831,557	\$4,434,837					
4	3EIK	\$2,510,920	\$1,831,713	\$4,342,633					
5	4B	\$2,524,920	\$1,800,708	\$4,325,628					
6	2BE3K	\$2,320,520	\$1,686,672	\$4,007,192					
7	1-4B-1 (50 MPH)	\$2,291,590	\$1,626,027	\$3,917,617					
8	2B	\$1,828,700	\$1,326,273	\$3,154,973					
9	1	\$2,338,940	\$760,188	\$3,099,128					
10	No Build	\$0	\$0	\$0					



Notes:

- (1) Based on variable costs of \$0.114 per vehicle mile in 2002 dollars. Source: U.S. Department of Transportation. Bureau of Transportation Statistics. No date.
- (2) Based on variable costs of \$0.70 per vehicle mile in 2002 dollars. Source: Maine Motor Transport Association. No date.
- (3) Based on variable costs of \$10.00 per vehicle hour in 2002 dollars. Source: Public Transportation and the Nation's Economy. FHWA Report Estimating the Impacts of Transportation Alternatives. October 1999.
- (4) Based on variable costs of \$39.00 per vehicle hour in 2002 dollars. Source: Public Transportation and the Nation's Economy. FHWA Report Estimating the Impacts of Transportation Alternatives. October 1999.

I-395/Rt. 9 Transportation Study



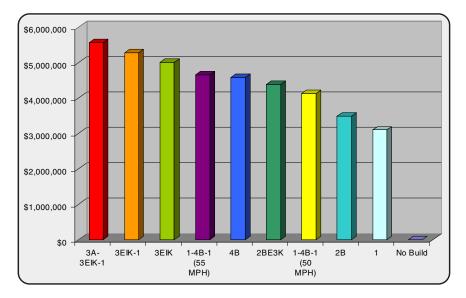
STUDY

2030 Vehicle Miles Traveled, Vehicle Hours Traveled, and Cost Savings over the No-Build Alternative.

November 2002

2030 Yearly Total Travel Cost Savings over No-build Alternative

Rank	Alt.	Total Travel Cost Savings over No-build Alternative
1	3A-3EIK-1	\$5,557,644
2	3EIK-1	\$5,280,809
3	3EIK	\$5,010,678
4	1-4B-1 (55 MPH)	\$4,650,369
5	4B	\$4,576,129
6	2BE3K	\$4,386,323
7	1-4B-1 (50 MPH)	\$4,133,149
8	2B	\$3,493,204
9	1	\$3,099,128
10	No Build	\$0





Maine Department of Transportation I-395 / Route 9 Transportation Study January 15, 2003

Public Advisory Committee Meeting



Contact Susanna Liller at 1-800-370-2458, extension 112 Meeting Minutes January 15, 2003, at the Holbrook School 7:00-9:15 pm PAC Meeting #16

Public Advisory Committee (PAC):

Rodney Buswell
Alan Bromley
Rick Bronson
Joan Brooks
Ellen Campbell
Manley DeBeck, Jr.
Sandi Duchesne
Ed Harrow
Linda Johns
Melody Knadler
Scott A. Leach
Stan Moses
Charles Plummer
Roger Raymond
Jim Ring

Not in attendance:

Keith Guttormsen Gerry Palmer Al Skolfield

Study Team:

Raymond Faucher, MDOT Richard Bostwick, MDOT William Plumpton, Gannett Fleming Jeraldine Chow Herrera, Barton & Gingold Susanna Liller, Barton & Gingold

Susanna Liller welcomed everyone to the 16th PAC meeting. She introduced herself as the facilitator hired by the Maine Department of Transportation (MDOT) to lead the Public Advisory Committee (PAC) meetings. Barton & Gingold is also hired by MDOT to take the meeting minutes. Susanna asked the PAC and the public to inform her if there are any mistakes in the minutes.

Susanna explained that PAC meetings are for the people on the Public Advisory Committee but the public is always invited to attend these meetings. The last 15 minutes of each meeting is reserved for questions and comments from the public.

At the last meeting, Rick Bronson from the PAC suggested holding the meeting at an alternate location. Susanna apologized, as she was unable to find meeting facilities in Brewer for this night however the next meeting, which is yet to be announced, will be held in Brewer.

AGENDA 1: OLD BUSINESS

Announcements

The study is in the refinement stage. All alternatives are developed using the same methods and to the same level of detail to allow equal comparison. Bill Plumpton explained the purpose of the study is to find the single alternative that best satisfies the study purpose and needs, with the least impact to the human and natural environment, at an affordable cost. No alternative is preferred by MDOT at this point in the study.

Ray Faucher acknowledged the large turn out and thanked everyone for attending.

Minutes from the last meeting

Susanna asked those who have not been receiving the mailings to let her know. She also asked those who want to be put on the mailing list to see her after the meeting.

AGENDA 2: REVIEW OF RANGE OF REASONABLE ALTERNATIVES

The range of reasonable alternatives includes:

- No-build alternative
- Alternative 2B, 2B-1
- Alternative 2C-1, 2C-2
- Alternative 3A-3EIK-1

Over the course of the study, there have been many suggestions for alternative routes. MDOT has taken most into consideration.

At the last PAC meeting, the Town of Holden asked MDOT to consider the Corporate Boundary Route, which is a corridor spanning the boundaries of Brewer, Holden, and Eddington and resembling Alternative 2C. Alternative 2C was considered and dismissed in the summer of 2001 because it required more area to construct and resulted in greater impacts to floodplains and wetlands than other members of the family of Alternative 2. In response to the town of Holden's request, MDOT considered

several alternatives within the Corporate Boundary Route, and took another look to the north of it and to the south of it.

MDOT developed several alternatives through the Corporate Boundary Route and quantified the impacts from the alignment with the least impacts. The study team examined the number of residential displacements, floodplains, bridges required and length. The alignment within the Corporate Boundary Route with the least overall impact would result in 28 acres of wetlands, compared to 10 acres for Alternative 2C-1 and 2C-2 and 13 acres for Alternative 2B-1, when measured from two common points. The Corporate Boundary Route would result in higher impacts to floodplains and a greater number of residential displacements. Based on this information, an alternative within the Corporate Boundary Route would most likely not be permittable as other alternatives exist with less impact.

From the suggestion from the town of Holden, three modifications of Alternative 2C were developed: Alternative 2C-1, 2C-2, and 2C-2/2B-1. Bill described the locations and features of these modifications.

Sandi Duchesne asked why Alternative 2C was being reconsidered despite the higher environmental impacts. Bill said the alternatives being considered, Alternative 2C-1 and 2C-2, are modifications of Alternative 2C and were studied at the request of the town of Holden to take another look at developing an alternative in the northern part of the town.

Ed Harrow asked why impacts to wetlands are now the vital factor for determining the proposed route. Bill stated there is a very high standard for impacts to wetlands in the US. The federal and state agencies that have to issue permits to MDOT will not consider an alternative if there is a lot more impact to wetlands than the other feasible alternatives.

Ed pointing out that looking at wetlands and residential displacement, it presumes that taking properties and homes are equivalent. Bill Plumpton said the agencies that issue permits to FHWA and MDOT state the need to minimize impacts to wetlands while maintaining the public's interest. He said that alternatives were designed to avoid houses and minimizes impacts to individual properties to the extent possible.

Scott Leach asked if the agencies consider the impact of the entire project. Bill said the agencies will examine the impact of the entire project and at each point along an alignment to determine for themselves if another alternative exists with less impacts to the natural environment and people.

Alternative 2C-1 was chosen to attach to Alternative 2B-1 due to the impacts to farmland and farming operations from alternative 2B-2.

Alan Bromley mentioned that there is a cemetery at Cleweyville corner. Bill said MDOT would not impact the cemetery. Alternative 2C-1 was designed to avoid and allow for expansion of the cemetery to both the south and east.

Joan Brooks asked if there is a way to add a crossing under the road so that farmland would not be bisected? Bill said a connection could be designed; however, the direct impact to farmland with Alternative 2C-2 would still be greater than the impacts from Alternative 2C-1.

Bill Plumpton said MDOT has indicated that Alternative 2C-2 should be dismissed from further consideration because of its impacts to farmlands and farming operations.

At the last meeting, Rodney Buswell asked how much traffic would be diverted from Route 1A with a new river crossing in Augusta. Bill said MDOT does not know the answer to this question.

In response to Roger Raymond's question about the difference between purpose and need, Bill explained, the needs of the study (system linkage, safety and traffic congestion on Route 9 and Route 1A) are the problems that MDOT is trying to fix. The purpose statement is the overall objective of the study. In addition, Bill mentioned that regardless of the alternative selected, MDOT has committed to improving the intersection of Route 46 and Route 9 and acknowledged that improvements to Route 1A will be needed at some point in the future.

AGENDA 3: SUGGESTION FOR IMPROVING ALTERNATIVE 4B

At the last meeting, MDOT said that it was not interested in studying Alternative 4B further because it is less effective at satisfying the purpose and needs of this study and would result in greater impacts to people and the environment than other alternatives that exist. Although an estimate of construction cost has not been prepared, Alternative 4B would be far more expensive to construct than other alternatives due to a substantially greater amount of earthwork required. At that meeting, Rick Bronson suggested moving the alternative closer to Route 1A, putting it immediately behind existing commercial developments thereby increasing the exposure of businesses to lessen the impact to people and reduce the amount of earthwork required.

The study team designed this suggestion, but the modification does not make this alternative any more attractive to the MDOT and FHWA. The same reasons for the dismissal of Alternative 4B still exist and other problems would be created. Particularly, the impacts to people and businesses along Route 1A would increase, as any future expansion will be constrained. Also, due to bisecting many properties and, in effect landlocking a substantial amount of area, MDOT would have to construct parallel service roads which will further increase impacts and costs. The greatest cost associated with this alternative is earthwork; the amount of earthwork with this modification would increase, not decrease.

Roger Raymond asked the team to consider the trucks traveling to Bucksport from Downeast. If the Route 46 intersection to Route 9 is modified so that the truckers are

forced to go to Bucksport via Route 15, there is concern about the impact to the trucking business. Many truckers will likely continue to use Route 46.

Bill Plumpton said no matter which alternative is selected, MDOT is committed to improving the Route 46 / Route 9 intersection.

Roger expressed concern over maintenance of the roadway. Ray Faucher mentioned that changes in traffic volumes may affect roadway classification that could affect the level of maintenance funding on certain routes.

Ed Harrow commented that the construction of the Veteran's Bridge diverted even more truck traffic onto Route 46.

Manley DeBeck talked about the increase in the number of accidents between I-395 and Route 1A at the Holden-Brewer line. He asked how long it would take the state to recognize the problem on Route 1A. Ray Faucher said this study would reduce the traffic volumes and improve safety on Route 1A. Ray said MDOT is aware that this study will not completely fix the problems on Route 1A and that improvements will be required, regardless of the alternative that is ultimately selected. He mentioned when he talks about change on Route 1A, he is referring to when the road becomes a candidate for widening from two lanes to four lanes. He said there would be continued maintenance on this route. He added, should there be problems on any route, it would be evaluated along with other state projects and would have to compete with those projects when the DOT develops its funding program every two years.

Sandy Duchesne stated her discomfort in not further studying Alternative 4B. Bill said this alternative was dismissed at the last meeting because, when compared to other alternatives that exist, this alternative is less effective at satisfying the purpose and needs of the study, results in greater impacts to people and the environment, and higher cost. Approximately \$80 million dollars would have to be spent on earthwork alone. In terms of reducing VMT and VHT, Alternative 4B is less affected than some of the other alternatives. Ray said under this alternative, the problem of Route 1A would be postponed, not solved.

Rick Bronson asked why cost is a driving factor in this study, but it was not a driving factor for the Calais-St. Stephen transportation project. In response, Bill said the alternative that had been selected by MDOT and FHWA for the Calais / St. Stephen study results in less impact and is cheaper to construct than the other alternative that was retained for detailed studies.

Rick asked the study team to consider Sandy Duchesne's suggestion for Alternative 4B. He asked if it would be possible for the route to be within view of businesses on Route 1A in Holden, serving the Acadia traffic, and then turn north to Route 9 to the west of Davis Pond and Holbrook Pond. Rick offered to draw out a map of the suggested modification. He also asked if this project would become a political process the way Calais did.

Jim Ring said that we have already studied similar alternatives.

Bill apologized for misunderstanding Sandy's suggestion. He said if Sandy's suggestion were different enough from alternatives that were previously studied, MDOT would study the impacts of this modification. He reminded Rick of the earthwork needed for a section of Alternative 4B parallel to Route 1A.

AGENDA 4: RESULTS OF LOCAL MEETINGS TO DISCUSS ALTERNATIVES

Town of Holden (Meetings on December 16 and January 8) Steve Condon Presented a review of these two meetings:

At the December 16 meeting, Holden Town officials provided information to the public on the alternatives that the MDOT Study Team had developed in the vicinity of the Corporate Boundary Route. The 2C-1 and 2C-2 alternative that goes through Holden in the vicinity of Levenseller Road was not well received by the citizens or the Town at this meeting. Following this meeting, Larry Varisco, Mike Waugh, of Surry Engineers and myself met with MDOT on January 8 to review the proposals that had been developed and relay the concerns of the December 16 meeting to MDOT officials. Holden reiterated its support for locating a route within the proposed Corporate Boundary Route.

Town of Eddington (Meeting on December 8) Joan Brooks presented

The general consensus is the town does not like any of the Alternative 2s. Also, there needs to be a light on corner of Route 178 and Route 9.

Charles Plummer added that the citizens of Eddington are completely against any spur off of Route 178.

The town will be coming out with a resolution in a week.

AGENDA 5: RECOMMENDATIONS FOR DISMISSAL OF ALTERNATIVES FROM FURTHER CONSIDERATION

Alternative 2B extending from I-395 to Route 9 (not shown on the map distributed prior to this meeting):

Bill Plumpton explained that this alternative is the shortest one developed. Given that construction is about \$1m per lane mile, this alternative is less expensive than the others. A total of 3 houses will be displaced with the lowest impacts to wetlands, approximately 28 acres. However, in terms of satisfying the system linkage part of the purpose and needs, it does not do as well as the other alternatives.

At the last PAC meeting, MDOT heard for the first time that the Town of Eddington does not like this alternative. MDOT evaluated the ability of this alternative to satisfy the system linkage part of the purpose and needs, and when you consider the future traffic volumes, vehicle speeds, vehicle mix, the impacts to people, and the ability to manage access along Route 9 now and in the future, MDOT is dismissing this alternative from further consideration because it is less effective than other alternatives, with greater impacts.

Alternative 2C-2

MDOT will not study this alternative further, pending concurrence from the federal and state agencies, because of its greater impacts to farmlands and farming operations than Alternative 2C-1.

Alternative 3A-3EIK-1

Bill pointed out that 50 acres of wetlands are impacted by this alternative. Since this is 30% more than the other alternatives, it would be difficult to obtain a permit for this alternative. Little support exists for this alternative. This alternative would also impact approximately 11 acres more floodplain than other alternatives being considered. This alternative also would impact approximately 12 acres more important wildlife habitat than other alternatives being considered.

Charles Plummer asked if the EPA regulated hydric soils. Bill said no, that hydric soils are not strictly regulated. MDOT has assumed wetlands are the limits of both the National Wetland Inventory Wetlands and hydric soils.

Charles asked if Alternative 3A-3EIK-1 could be modified to minimize the impact to wetlands. Bill said this was considered and this alternative could not be further modified to substantially reduce that amount of wetlands and floodplain impacts to the point that they would be similar to the other alternatives being considered.

MDOT is dismissing this alternative from further consideration.

MDOT's next step would be to confirm the dismissal of these alternatives with the federal and state regulatory and resource agencies and then begin to assess the impacts of the remaining alternatives in greater detail.

Alternatives Continued for Further Study

The alternatives remaining include: No-Build alternative, Alternative 2B-1, Alternative 2C-1/2B-1, 2C-1, and the modification suggested at this meeting by Rick Bronson, if different from previous alternatives.

AGENDA 6: NEXT STEPS

Noise Analysis
3-Dimensional Visualization of Alternatives Retained for Detailed Analysis
Cost Estimating
Agency Coordination
Preparation of the EA for public review and comment

AGENDA 7: QUESTIONS FROM THE PUBLIC

Nancy, Levensellar Road in Holden: What kind of impact would this have in terms of

accidents on Levensellar Road? Would MDOT be responsible for the additional accident

related financial expenses?

Bill Plumpton said this route would bridge over the top of Levensellar Road so there would not be a direct impact to Levensellar Road. There are no other points of access along Route 9. All the alternatives being considered have one bridge over Levensellar Road.

Sandra Burns, Levensellar Road in Holden:

Before we moved here in April, we contacted MDOT and asked if the house we were interested in would be impacted. No one said anything. Now that we have put all our life savings into this, I find out about Alternative 2C-1 and I can't even sell the house due to the big drop in the market value. I have a special needs daughter who would not be able to take the noise associated with this alternative.

Ray Faucher said that the towns have asked MDOT to look at several different alternatives in this area. All are examined equally and MDOT is looking to the towns and citizens for input. Alternatives will continue to be studied and refined to reduce impacts. There could be some tweaking once an alternative is selected. As discussed in the last PAC meeting, MDOT has a compensation program for properties directly impacted by MDOT projects. Ray noted this study is still evolving and MDOT has not yet selected an alternative.

Sandra Burns: But why were we were never told? The person with whom I spoke

at MDOT didn't tell me about this alternative.

Ray said this variation shown on the January 2003 map was developed recently. MDOT is not out there to target anyone.

I don't see much difference between what's on the table now and Judy Sullivan:

Alternative 2B-3EK. Also what happened to the bridge?

Bill said he would have to go back to look at the alternatives. To answer her second question, Bill mention MDOT is refining the design of alternatives to reduce impacts and to ensure that alternatives are studied equally and to the same level of detail.

Ed Barrow, attorney representing Mr. Nelligan: The trailer park is home to 80 families.

Although you suggested being able to tweak Alternative 3A-3EIK-1. alternative you suggested is within 500 feet of these homes. The uncertainty is

eating at the Nelligans'.

Mr. Barrow asked the people from the mobile home community to stand. Many people in the audience stood up to identify themselves.

Bill Plumpton said noise is on everyone's short list of concerns. Noise analysis will be performed for the alternatives retained for detailed study.

Ann, Holden: How seriously are you considering the No-Build option?

Bill Plumpton said that the study is based on impact to people and natural resources in the year 2030. The No-Build would be selected if the impacts outweigh the benefits.

A date for the next PAC meeting has not yet been selected. We will notify you by mail as soon as we are able to provide more information.

Summary of Preliminary Impacts and Feasibility of the Range of Reasonable Alternatives Retained for Continued Screening January 2003

Purpose and Needs Physical and Biological Environment No-build no no 2B-1 5/2 186 222 10.7 18.8 37.0 yes yes 35.4 5.9/34.5 9/35.4 0 0 0 0 2C-1/2B-37.5 9.0/32.6 12/37.5 9/1 189 0 225 0 10.6 0 16.7 43.0 0 yes yes 34.8 13.6/31.9 12/34.8 5/1 165 204 11.6 19.5 47.6 yes yes 0 0 35.2 12.9/32.7 12/35.2 5/1 152 0 202 14.3 32.4 45.8 0 yes yes 50.0 182 12.5 205 22.8 22.2 3A-3EIK-1 5.6/48.2 5/ 50.0 8/1 0 9.3 0 yes yes



	Land Use						Cultur	al Reso	urces		E	Enginee	ring Fe	easibil	ity										
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No-build														no											
2B-1	0	10.0	18.8	186	6.9	222	9	0	60	0				yes	10.7	8/2,232	1.74	1.75	-0.01	56	50	5	1.1	0.7	
2C-1/2B-1	0	9.6	16.7	189	9.9	225	10	0	56	0				yes	10.7	7/2,232	1.94	1.91	0.03	75	50	5	1.1	0.7	
2C-1	0	11.1	19.5	165	8.7	204	8	0	65	0				yes	9.3	9/2,469	1.93	1.94	-0.01	77	50	6	1.2	0.7	
2C-2	0	11.4	32.4	152	6.3	202	8	0	65	0				yes	9.2	9/2,469	1.90	1.89	0.01	69	50	6	1.2	0.7	
3A-3FIK-1	0	7.9	10.9	182	4.6	205	8	0	41	0				ves	9.2	7/1.774	2.11	2.10	0.01	75	62	5	1.4	0.8	

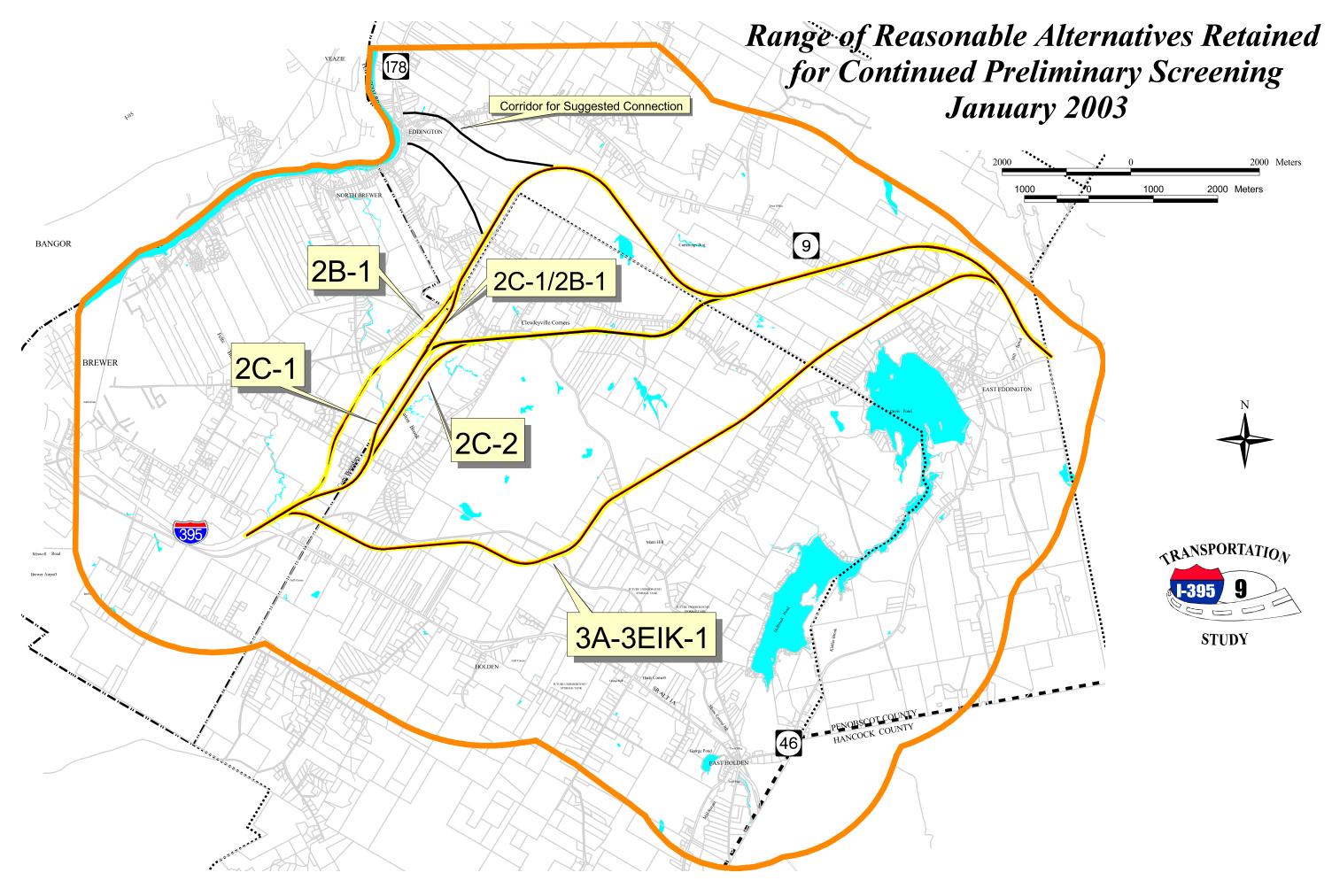
Notes:

¹ Hydric soils were considered to be wetland areas.

²A residence was considered displaced if it was directly impacted by an alternative

³ Proximity is defined as within 500 ft. on either side of a proposed alternative.

⁴ New column added in June 2002





Maine Department of Transportation I-395 / Route 9 Transportation Study

April 30, 2003 Public Advisory Committee Meeting



Contact Susanna Liller at 1-800-370-2458, extension 112 Meeting Minutes April 30, 2003, at the Holbrook School 7:00 - 9:00 pm PAC Meeting #17

Public Advisory Committee (PAC):

Rodney Buswell
Alan Bromley
Rick Bronson
Joan Brooks
Ellen Campbell
Manley DeBeck, Jr.
Sandi Duchesne
Keith Guttormsen
Ed Harrow
Linda Johns
Melody Knadler
Stan Moses
Charles Plummer
Roger Raymond
Jim Ring

Not in attendance:

Scott A. Leach Gerry Palmer Al Skolfield

Study Team:

Richard Bostwick, MaineDOT
David Cole, MaineDOT
Carl Croce, MaineDOT
Dale Doughty, MaineDOT
Raymond Faucher, MaineDOT
Redington Robbins, MaineDOT
Mark Hasselmann, FHWA
Gerald Varney, FHWA
William Plumpton, Gannett Fleming
Jeraldine Chow Herrera, Barton & Gingold
Elaine Walsh, Barton & Gingold

Due to a conflict in schedule, Susanna Liller could not be at the meeting. Taking her place as facilitator hired by MaineDOT, Elaine Walsh from Barton & Gingold, welcomed everyone to the 17th PAC meeting. She asked if everyone received the minutes and to inform her if there are any mistakes in the minutes from the last meeting.

AGENDA 1: OLD BUSINESS

Announcements

Manley DeBeck, a member of the Brewer City Council said he had received 210 letters from residents of Brewer, Bangor, Holden and Eddington stating their support for Alternative 3EIK-2. He added the Mayor of Brewer sent a letter to Commissioner David Cole, endorsing this alternative. All city councilors signed this document.

Bill Plumpton acknowledged the receipt of the letters and introduced Mark Hasselmann and Gerald Varney from Federal Highway Administration (FHWA). Also in attendance at the PAC meeting were Carl Croce, Director of the Bureau of Planning, MaineDOT; Dale Doughty, Bureau of Planning, MaineDOT and MaineDOT's new Commissioner of Transportation, David Cole.

Review of the purpose of the study and where we are in the study process

Bill Plumpton explained that the study is in the refinement stage; the purpose of the refinement stage is to identify alternatives to be retained for detailed analysis. Alternatives are developed using the same methods and to the same level of detail so as to allow for equal comparison. The overall purpose of this study is to find the single alternative that best satisfies the study purpose and needs, with the least impact to the human and natural environment, at an affordable cost, with public support.

Bill and Ray Faucher welcomed and thanked the public and PAC for attending the meeting. Bill stressed the importance of hearing from the public and encouraged their continued involvement.

The agenda for this meeting is to pick up the discussion from the January meeting, to convey the results of the interagency discussion concerning Alternative 2C-2, 3A-3EIK-1 and to discuss where we are today with Alternative 2C-1, 2C-1/2B-1 and 2B-1. Bill also mentioned the need to talk about Alternative 4B and a new Alternative 3EIK-2.

Bill reminded the PAC and public to stay involved and informed of decisions as the material presented at this meeting still needs to be confirmed by the state and federal agencies. This study is in the first phase of a two-phase process where detailed information has to be developed for the remaining alternatives.

AGENDA 2: REVIEW OF ACTIVITIES AND RESULTS SINCE THE JANUARY 15^{TH} MEETING

At the end of the last meeting in January, the no-build alternative, Alternative 2C-1/2B-1 and 2C-1 were proposed for further consideration. Alternatives 2C-2 and 3A-3EIK-1 were recommended for dismissal. A discussion to dismiss Alternative 2B-1 was started.

On March 12th, Ray Faucher met with the state and federal agencies to discuss the outcome of January's PAC meeting.

Alternative 2C-2 is similar to Alternative 2C-1 except that it is to the east of the utility corridor resulting in direct and indirect impacts to the Howard Farm. This information was presented at the interagency meeting on March 12th where the agencies agreed to dismiss Alternative 2C-2 as there are other alternatives with less impact to farmlands.

Alternative 3A-3EIK-1, the only one left from the family of Alternative 3s, stood out due to its impact to both human and natural resources. Ray Faucher presented the reasons to dismiss this alternative but recommended that the final decision for the dismissal be postponed until the study team has an opportunity to evaluate a recently proposed variation to this alternative.

On March 28th, Ray met with Army Corps of Engineers and the EPA for another project. He took the opportunity to present further analysis conducted on Alternative 3A-3EIK-1. The Corps of Engineers and the EPA concurred with dismissing this alternative from further consideration and suggested that MaineDOT present this information to all agencies at the next regularly scheduled meeting.

At the PAC meeting in January, it was suggested that *Alternative 2B-1* be dismissed. Comparing this alternative to the other alternatives from the family of Alternative 2s, there is more impact to forested areas and unfragmented wildlife habitat between I-395 and Mann Hill Road than other alternatives. The Corps of Engineers and the EPA concur with dismissing this alternative from further consideration and suggested that MaineDOT present this information to all agencies at the next regularly scheduled meeting.

AGENDA 3: ALTERNATIVES RECOMMENDED FOR DISMISSAL AND REASONS WHY (TO BE CONFIRMED WITH OTHER FEDERAL AND STATE AGENCIES WITH JURISDICTION)

Alternatives retained for further discussion include: No-build alternative, Alternative 2C-1 and 2C-1/2B-1.

Bill explained that the information presented in the matrix for these alternatives is the same as before but a new column "Number of buildings within 1000 feet" had been added.

At the end of February, Jim Ring, began to look closer at the family of Alternative 3s. After careful study, Jim suggested a new route to MaineDOT – one that closely resembles Alternative 3EIK-1. The new alternative is labeled as Alternative 3EIK-2.

This new alternative closely mirrors Alternative 3EIK-1. The difference is between Route 1A and Levensellar Road where Alternative 3EIK-2 crosses the railroad tracks

further east than Alternative 3EIK-1 and crosses Mann Hill Road further west than Alternative 3EIK-1. This new alternative meets MaineDOT's design criteria and results in less impact to human and natural resources.

Sandi Duchesne thanked Jim for his work and added that many people will support this alternative. On behalf of people who live on Clark Hill Road, Sandi asked if it would be possible to move the proposed route. Bill agreed to examine this suggestion. The alignment was designed to follow topography. It avoids deer wintering yards and other natural resources where possible and follows property lines. Furthermore, if this alternative is retained for further analysis, there will be opportunities to discuss ways of fine-tuning this alternative to make it better.

Jim Ring mentioned that by looking at this in the field, houses are really further from the alignment than it appears on the map.

Ray thanked Jim Ring for all the work he's done in developing this alternative. MaineDOT plans on recommending this alternative be retained for detailed analysis.

Sandi Duchesne asked MaineDOT to consider the steps New Brunswick has taken to minimize impacts to people and wildlife by constructing trail crossings and wildlife passage structures underneath (or over) roads. Bill reiterated part of the purpose of the study is to minimize the impact on both human and natural resources and these suggestions would be considered during detailed studies and final design.

Ed Harrow commented on the abundance of deer in the area and questioned the importance of protecting deer wintering areas. Ellen Campbell agreed. She counted 32 deer in the morning walking from Eaton Ridge to Winter Green Way. However, there are many other species that share this habitat and warrant protection. She has seen a great blue heron rookery, mallards, wood ducks, beavers and more in the bog. Bill agreed and thanked Ellen for providing information about the other species in the area.

Bill talked about traffic analysis. He said MaineDOT is reexamining the savings in miles and hours traveled with the alternatives being considered.

Ellen Campbell expressed concern over the limited access highway system. Due to the lack of access points, if an accident occurred between Holden and Brewer, rescue crews would have to travel a distance to get to the scene of the accident. Ray said the plan is to build a limited access highway that allows for fewer openings and conflicts. This type of highway system is typically safer. Bill noted Ellen's concern and asked if she had a suggestion. Ellen asked for this to be revisited after the alternative is selected.

Joan Brooks suggested putting an emergency access road with a gate for rescue vehicles only.

On the eastern end where the alternative circles the village, Joan suggested moving the alignment further north and east to avoid forested areas. Ray agreed but the proposed alternative would have to meet design criteria.

Bill said MaineDOT has gathered enough material to support dismissing Alternative 2C-1 from further analysis.

By looking at land use estimates on the matrix, Joan Brooks said it is obvious Alternative 3EIK-2 looks the best in 6 of 9 categories. She questioned the need to keep any alternative from the family of 2s. Bill suggested revisiting this statement a little later in the night's discussion. He went on to explain that due to the impact on human and natural resources, it is unlikely that the Army Corps of Engineers would grant a permit to build Alternative 2C-1 because it did not appear that Alternative 2C-1 was in the public interest. Dismissing Alternative 2C-1 from further consideration would need to be confirmed with the Federal and state regulatory and resource agencies.

Given the amount of public interest in the impact of Alternative 2C-1 on homes and businesses, Ellen Campbell suggested most of Holden would support the dismissal of Alternative 2C-1.

Bill asked Sandi Duchesne to share her thoughts on Alternative 4B and Joan Brooks on the family of Alternative 2s.

Not wanting to be labeled an advocate for Alternative 4B, Sandi explained she had written the letter to Ray Faucher protesting the way the alternative was dismissed. As an opportunity to explore more options, Alternative 4B did not get it's fair share of debate at the last PAC meeting. No matter which alternative is selected, it is important that MaineDOT commits to improving the Route 46 / Route 9 intersection and Route 1A.

Bill discussed Joan Brooks' comment about dismissing Alternative 2C-1/2B-1 because it appears to have greater impact than Alternative 3EIK-2 and is not in the public interest, leaving behind a build (Alternative 3EIK-2) versus a no-build option. Pros of dismissing Alternative 2C-1/2B-1 include an immediate sense of closure and it would save on time and expenses incurred in studying more alternatives. However, a dismissal now could lead to future uncertainty about the advantages of this alternative over Alternative 3EIK-2.

Ray asked the PAC for their comments.

Ed Harrow said that in light of the way the study has unfolded, it would not be unreasonable to study a build versus a no-build option. Alternative 2C-1/2B-1 results in more residential and commercial displacements.

Roger Raymond concurred with Ed Harrow, saying that he has never liked the family of Alternative 2s. This family of alternatives is as expensive to build as Alternative 4B and it did not make sense to Roger when Alternative 4B was dismissed due to costs to

retain the family of Alternative 2s. However, Roger expressed the importance of studying more than one build option in detail.

Rick Bronson said Alternative 3EIK-2 results in less impact than Alternative 2C-1/2B-1 and he doesn't see the need to consider more than one build alternative.

Sandi Duchesne pointed out that Alternative 2C-1 is dismissed from further consideration due to loud public objection. She expressed concern for alternatives impacting people who are less vocalized and organized.

Linda Johns agreed with Roger Raymond to keep two build options for consideration.

Ellen Campbell said the town of Holden would like more time to study Alternative 3EIK-2 and to hear from all neighborhood communities.

As the city councilor in Brewer, Manley DeBeck hears from many residents and understands their concern over traffic on Route 178. Trucks coming from Canada use Route 178, through Eddington and Brewer to get to I-395. They travel at all times of the day and night. He added truck traffic would not be diverted if the alternative route were longer. Manley said he and the residents of Brewer have not been in favor of any alternatives from the family of 2s. The impact to humans should take priority over the impact to natural resources. He supports the dismissal of Alternative 2C-1/2B-1 as 50-80% of truck traffic will be reduced with Alternative 3EIK-2. He added the City of Brewer is not in favor of an extension of Route 178.

Joan Brooks has also spoken with many people who do not want Alternative 2C-1/2B-1.

Charles Plummer said most of the truck traffic would not travel on Route 178.

AGENDA 4: INTERCHANGE AND INTERSECTION CONCEPTS

Alternative 2C-1/2B-1 Interchange at Route 1A

A full service interchange at Route 1A is proposed where four lanes of traffic on I-395 would pass under Route 1A. This interchange requires one left turn: from Route 1A south to the I-395 / Route 9 connection to the east. A left turn lane would be provided.

Alternative 2C-1/2B-1 & 3EIK-2 Intersection at Route 9

Creation of a T intersection with the primary traffic movement between the I-395 / Route 9 connector and Route 9. Traffic on Route 9 eastbound from Brewer would be controlled with a stop sign. Left turn lanes would be provided. Bill added that more work needs to be done to examine Joan Brooks' suggestions to move the alignment further north and east.

Alternative 3EIK-2 Interchange at I-395

A full service interchange with I-395. Traffic would follow a loop and merge into I-395 from the left. Traffic from the Route 9 connector to Route 1A would need to reduce speed to create an acceptable merge.

MaineDOT is in the process of refining these concepts.

AGENDA 5: DESCRIPTION OF DETAILED STUDIES TO BE PERFORMED

Right of Way Analysis and Cost Estimate

MaineDOT will be taking an inventory of property impacted by each alternative and make an assessment of the impact and value. Right of way acquisitions are evaluated and MaineDOT will also reflect on design plans to reduce the impact on individual landowners. Right of way acquisitions will be included in cost estimates.

Noise Analysis

MaineDOT took noise measurements in the fall of 2001 before alternatives were developed. Through simulations, projections are made for the year 2030 with and without the I-395 / Route 9 connector and MaineDOT would be able to determine the level of noise in the vicinity of each house. To determine if a noise impact exists and the consideration of abatement is warranted, the FHWA uses absolute criteria of 67 decimals. MaineDOT observes this criterion and has a second criterion considering the increase over existing noise levels of 15 decimals (i.e., MaineDOT will study noise abatement if noise levels increase by 15 decimals).

Historic and Archeological Resources

The presence of historic and archaeological resources will be investigated. If a resource is potentially eligible for listing on the National Register of Historic Places, MaineDOT may need to look into revising the alignment of the proposed alternative.

Utility Relocations

Major utilities can be expensive to relocate. A conceptual utility relocation plan will be developed and the cost of utility relocations will be estimated. This information will be used in the cost estimate for each build alternative.

3-Dimensional Visualization

MAINEDOT can produce 3-d visualizations of alternatives if it helps an understanding of the alternative and aids in decision making.

Agency Coordination

The next interagency meeting is scheduled for May 13th.

Public Involvement and Preparation of the EA for public review and comment

There will be at least one more PAC meeting after the Environmental Assessment (EA) is distributed for public review and comment. The EA will be sent to the PAC members,

town halls and libraries. It will also be made available on the study website. The PAC meeting would be held prior to the EA public hearing. The formal public hearing will be recorded and will also include a comment period following the meeting for those individuals wishing to provide written comments on the EA.

Ed Harrow asked what will happen if the no-build alternative is selected. Bill assured him that the consequences of the no-build alternative would be fully developed for the year 2030. The no-build alternative would be selected only if impacts from a build option outweigh the benefits.

In response to Sandi Duchesne's question about impacts on historic resources from the no-build alternative, Bill said historic resources would be identified throughout the study area.

To summarize, the No-Build Alternative and Alternative 3EIK-2 are recommended to be retained for detailed studies; Alternative 2C-1/2B-1 could be retained for comparative purposes, however, its preliminary impacts are greater than Alternative 3EIK-2 and public opposition suggests that it should be recommended to be dismissed from further consideration.

MaineDOT will present information to dismiss Alternative 2B-1, 2C-1, 3A-3EIK-1 from further consideration at the May 13 Interagency meeting. MaineDOT will present information describing Alternative 2C-1/2B-1 and seek guidance from the federal and state agencies concerning whether to dismiss it from further consideration. The outcome of the May 13 Interagency meeting will be included with the mailing of the PAC meeting minutes.

AGENDA 6: QUESTIONS FROM THE PUBLIC

Judy Sullivan from Eddington referred to PAC notes from July 2002 where the family of Alternative 5s and Alternative 2BEF were dismissed. She wanted an explanation for why a similar alternative, Alternative 2C-1/2B-1 was studied.

Ray said the family of Alternative 5s and Alternative 2BEF incurs double the amount of impact to wetlands than the other alternatives left for further consideration.

Jim Russell stated his concern that Alternative 4B would serve only to alleviate traffic on Route 9 and not Route 178.

A resident from Brewer initiated a straw poll where approximately 10 people voted for Alternative 2C-1/2B-1 and approximately 120 people voted for Alternative 3EIK-2.

Paul Brody from Brewer commented on the public interest to dismiss Alternative 2C-1/2B-1. He asked if the alternative would be dismissed if study results showed Alternative 3EIK-2 faired better. Ray said there would have to be compelling evidence

to show that one alternative is better than the other. He added the public would have an opportunity to state their opinion during the public hearing and comment period.

Julie does not approve of Alternative 3EIK-2 as it is within one-half mile of Davis Pond and goes too close to her property. She is also not in favor of Alternative 2C-1/2B-1. A resident of Levenseller Road, also expressed opposition to Alternative 3EIK-2 and Alternative 2C-1/2B-1.

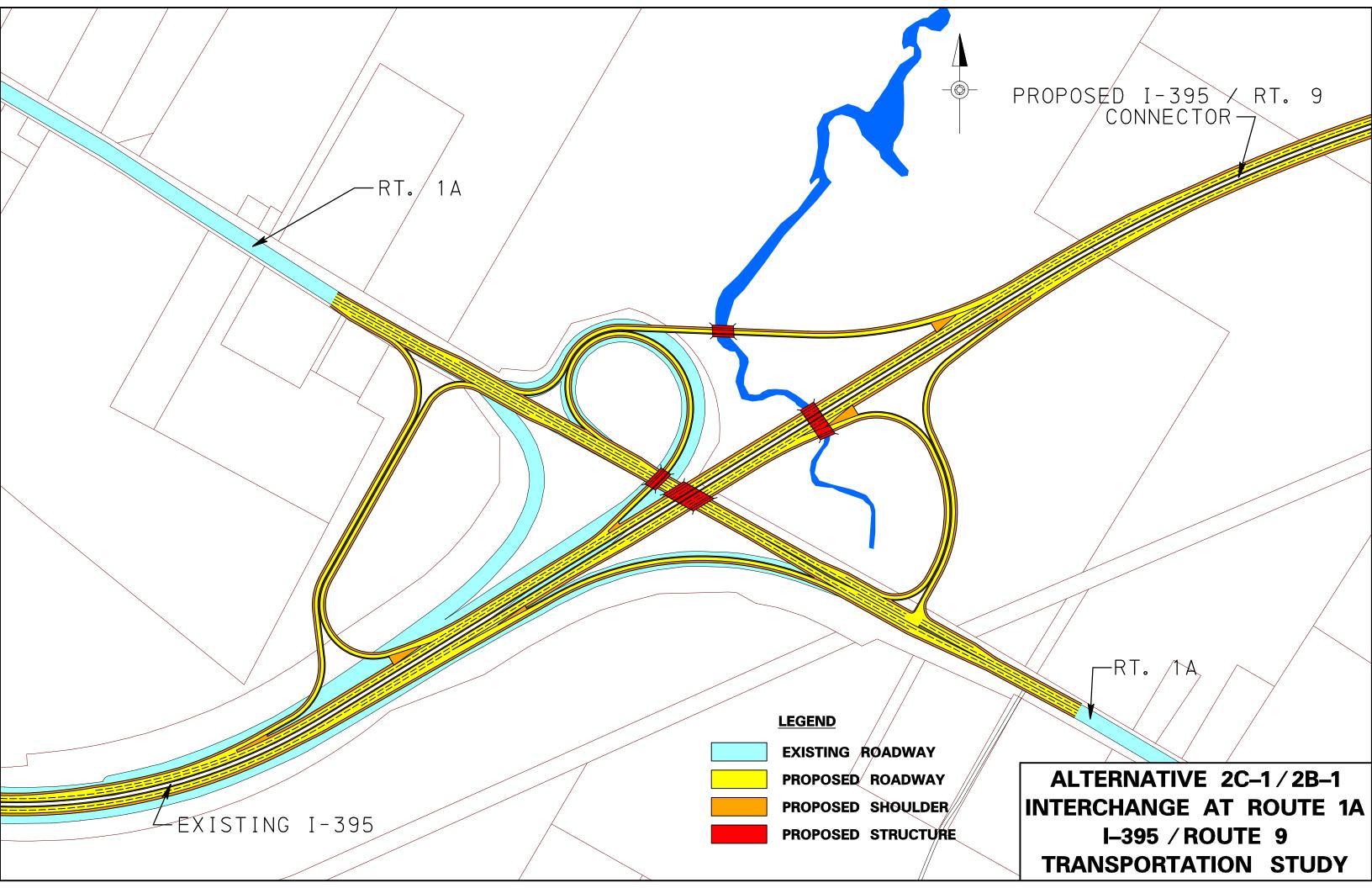
Ray made it clear that access would be limited on the proposed alignment. Commercial development will be allowed outside the right-of-way fence line and no access would be allowed to the proposed highway.

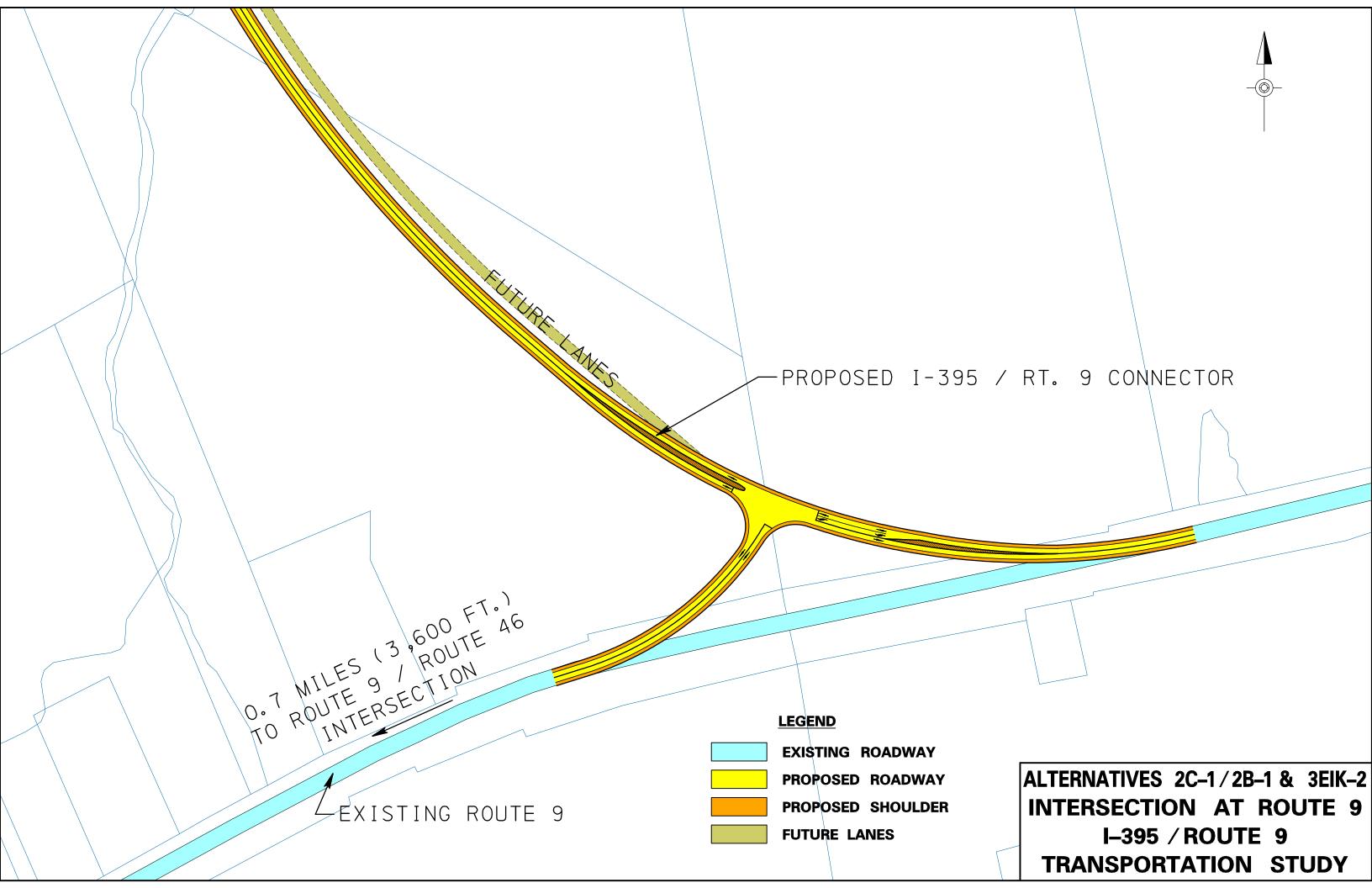
Julie asked if MaineDOT has studied right-of-way costs. Ray said the impacts would be examined and added that property owners are only compensated if the right of way goes through the property.

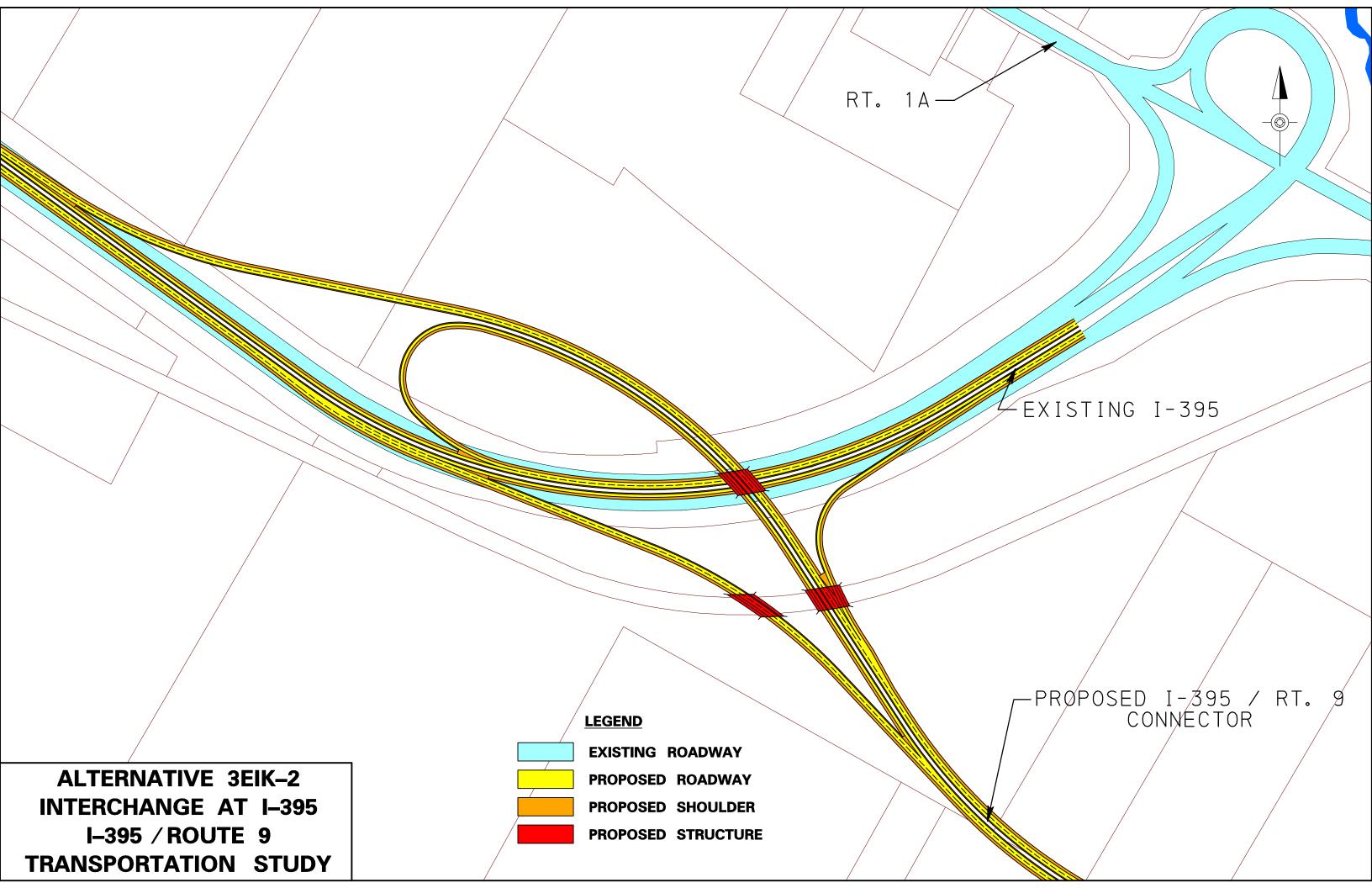
Carol asked when a decision would be made. MaineDOT hopes to complete the EA by the end of summer to fall. Following the distribution of the EA, there will be a public hearing and comment period. MaineDOT will review all comments and provide responses to substantive comments. All comments, responses and recommendations will be sent to FHWA. Once FHWA agrees with the alternative proposed by MaineDOT, it would be eligible for right of way acquisitions and final design. A decision is expected by the end of 2003.

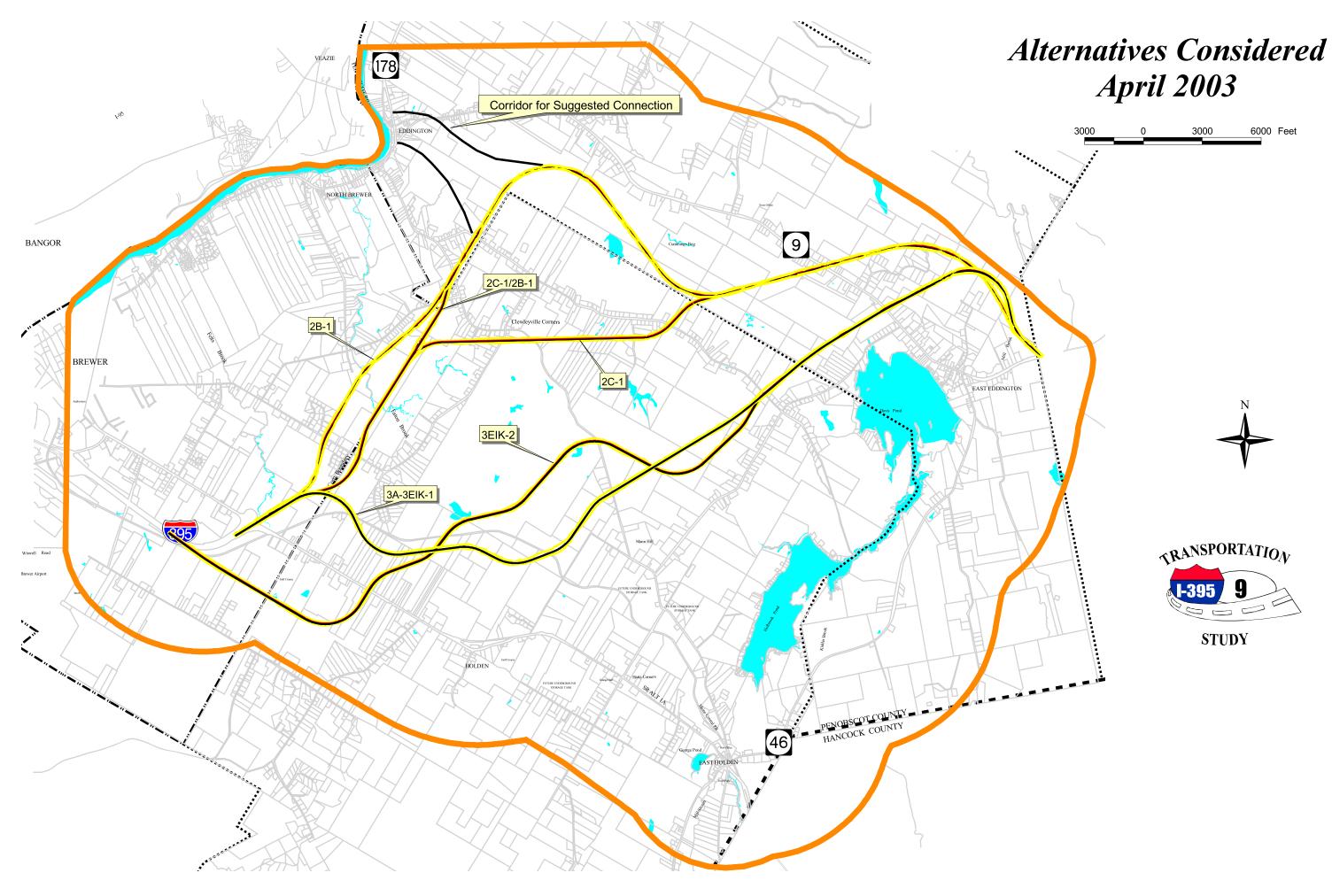
Fred Webster from Holden asked if there will be any access on Route 1A. Bill said no. The connector will cross Route 1A where the only access points are from I-395 and Route 9.

The meeting was adjourned at approximately 9 PM.





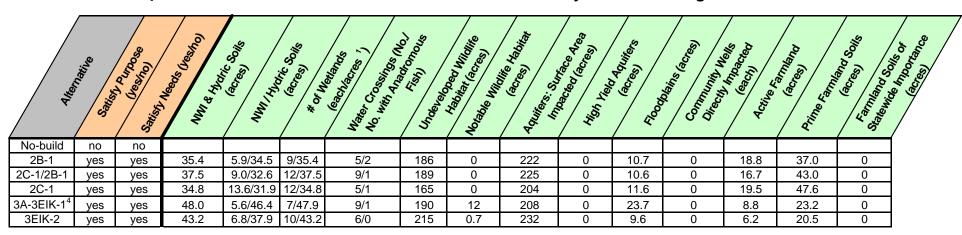




Summary of Preliminary Impacts and Feasibility of Alternatives Considered April 2003

Purpose and Needs

Physical and Biological Environment





	Land Use												Cultural Resources				E	Engineering Feasibility								
	Mennine	Primocial Land lacies	emia Jano lages	Agricultural lacine.	Selection (S.)	her Landlaches	Post Isno (sories)	Commercia:	Number Displacements	Number of Soletings within	ligings Within	Arch.	Recorded Areas (agg.	Tistorii	Salish,	Milesia V.	Price (miles)	Cut m.	FIII (million) so cubic baros,	Net Sam Gubic Sage.	Cubic finitions of	Despess Curley	Post Filling	No Mine Marie Contraction of the		To Curature (de grees)
No-build															no											
2B-1	0	10.0	18.8	186	6.9	222	9	0	61	118	0				yes	10.7	7/2,232	1.74	1.75	-0.01	56	50	5	1.1	0.7	
2C-1/2B-1	0	9.6	16.7	189	9.9	225	10	0	54	93	0				yes	10.7	7/2,232	1.94	1.91	0.03	75	50	5	1.1	0.7	
2C-1	0	11.1	19.5	165	8.7	204	8	0	63	89	0				yes	9.3	8/2,469	1.93	1.94	-0.01	77	50	6	1.2	0.7	
3A-3EIK-1 ⁴	0	3.5	8.8	190	5.3	208	8	0	12	46	0				yes	9.5	6/1,774	2.11	2.13	-0.02	75	62	5	1.4	8.0	
3EIK-2	1	2.8	6.2	215	6.7	232	4	0	12	46	0				yes	10.6	6/1,948	2.12	2.13	-0.01	63	42	6	1.5	1.0	

Notes:

¹ Hydric soils were considered to be wetland areas.

² A residence was considered displaced if it was directly impacted by an alternative

³ Measured from the limit of disturbance on either side of a proposed alternative.

⁴3A-3EIK-1 revised to avoid the mobile home park since January 2003 meeting.

I-395/Route 9 Transportation Study PAC Meeting Summary

August 20, 2008 7:00 to 9:00 PM Brewer Auditorium, State Street, Brewer, Maine

Overview of Meeting

1. Welcome and Re-Introductions of Study Team and Committee Members

- Three new members
- Six meetings anticipated
- Michelle Brummer, Gannett Fleming, Inc., Public Outreach Coordinator

2. Revised Study Process: Moving from an Environmental Assessment (EA) to an Environmental Impact Statement (EIS)

Additional and more detailed analysis of resources as provided in the EA is needed to comply with the intent of the National Environmental Policy Act and closely related legislation. An EIS will be prepared.

3. Purpose and Role of the PAC

The PAC's advice will influence the selection of a preferred alternative. Thoughtful, respectful participation is requested. Public comment will be taken at the end of each meeting.

4. Results of the June 4th Public Scoping Meeting and Continued Issues Identification

Continued discussion by the PAC on:

- splitting parcels and limiting landowner access
- blocking recreational corridors
- development pressure on the northern terminus at Clifton
- impact on habitat
- Route 9, especially significant impacts to residential uses
- truck traffic
- connection to the existing I-395 facility
- use the rail right-of-way

5. Overview of Study Schedule

Approximately 12-16 months to the draft EIS or DEIS document.

6. Next Meeting: Anticipated Agenda and Timeframe

Possibly October or November with advance materials provided to the PAC.

7. **Questions from the Public**

Availability of maps, study data, etc.

Meeting Details

Attendance	PAC Members	Representing						
absent	Alan Bromley	Holden						
✓	Rick Bronson, Fire Chief	Brewer						
✓	Joan Brooks	Eddington						
✓	John Bryant	Holden						
absent	Rodney Buswell, Sr.	Eddington						
✓	John Butts	Holden						
absent	Manley DeBeck, Jr.	Brewer						
✓	Rob Kenerson	BACTS						
✓	Linda Johns, City Planner	Brewer, Clifton						
✓	Rodney Lane, Lane Construction	Regional Development Trends						
✓	Charles Plummer	Eddington						
✓	Roger Raymond, Bucksport Town Manager	Bucksport						
absent	Jim Ring, Bangor City Engineer	Bangor						
	Study Team							
✓	Ray Faucher	MaineDOT						
✓	Scott Duncanson	Gannett Fleming, Inc.						
✓	Michelle Brummer	Gannett Fleming, Inc.						

1. Welcome and Re-Introductions of Study Team and Committee Members

Ray Faucher welcomed attendees to the public advisory committee (PAC) meeting. Ray stated that the MaineDOT and the study team anticipated six PAC meetings to complete the study.

Michelle Brummer welcomed the PAC and the public and introduced herself as the moderator for the PAC meetings and coordinator for other public outreach activities.

The PAC members introduced themselves.

Michelle offered a sign-up sheet to receive e-newsletters. She reviewed the agenda, noting public comments and questions would be taken at 8:45pm or after the other agenda items were addressed.

2. Revised Study Process: Moving from an Environmental Assessment to an Environmental Impact Statement

Ray and Scott Duncanson described the National Environmental Policy Act (NEPA) process, its requirements, and documents for the study, noting the shift in preparation from an Environmental Assessment (EA) to an Environmental Impact Statement (EIS). Scott described the three classifications of NEPA documents:

- A categorical exclusion (CE), which is prepared when the impacts of a study are known and not significant.
- An EA, which is prepared when the significance of impacts of a study are uncertain; if it is determined that significant impacts would result, an EIS would need to be prepared
- An EIS, which is prepared when the impacts of a study are significant.

Ray stated that the result of the EIS would be the same as was anticipated from the EA: the identification of a preferred alternative alignment that can be supported by federal agencies and advanced for design, permitting, and construction. He emphasized that the EIS requires a slightly different level of analysis and additional requirements (e.g., a public review and comment period). He explained that the federal agencies, namely the Federal Highway Administration, the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, and the U.S. Fish and Wildlife Service, reviewed the study and determined that the preparation of an EIS was necessary to adequately evaluate the impacts of the alternatives because:

- 1. the analysis performed in support of the EA was too brief for several resources
- 2. the EA identified a potentially significant impact to wetlands

The decision to elevate the study from an EA to an EIS was made in the fall of 2005. This decision followed the reauthorization of the federal highway bill, which approved new "rules" for the study process. These new rules were indicated in the federal highway bill but not fully developed or specified. The MaineDOT decided to wait until the new rules were fully developed to re-start this study. These new rules took effect in February 2007 and made the MaineDOT a co-lead and signatory agency for the study. The MaineDOT met with the federal and state regulatory and resource agencies to identify a range of alternatives for study in the EIS.

Scott reviewed activities recently completed:

- Redesign of the study website <u>www.i395-rt9-study.com</u>
- Updated understanding of recent residential, commercial and utility developments
- Updated traffic counts and safety data with 2006 data
- Met with towns and the City of Brewer
- Met with state and federal agencies
- Conducted the June 4, 2008 Public Scoping Meeting
- Began analysis of the range of alternatives
- Refined and adjusted alternatives based on public comments and new information

3. Purpose and Role of the PAC

Michelle provided an overview of the PAC including its purpose, value, and ground rules. She noted that six meetings with the PAC are planned in relation to milestones achieved:

- 3 during preparation of the DEIS/404 Application
- 1 prior to circulation of the DEIS/404 Application
- 1 during preparation of the FEIS/404 Application
- 1 during availability of the FEIS/404 Application and preparation of the ROD

She confirmed that the 3rd Wednesday of select months is a time PAC members can commit for meetings.

John Bryant asked what "advisory" means. Ray replied that local communities have a lot of influence in the selection of a preferred alternative. The community's support or opposition for a given alternative is given substantial weight in the decision-making process.

4. Results of the June 4th Public Scoping Meeting and Continued Issues Identification

A scoping meeting was held on June 4th to help determine the significant issues to be addressed in the EIS. Scott reviewed the comments received and the status of each.

- 1. Update traffic counts and projections.
 - Response: New traffic counts in the region were taken in 2006 and incorporated into the model and additional counts are planned at the Route 9/178 intersection. {Completed on September 4 & 5, 2008}
- 2. Remove the 80,000 pound weight limit on the interstate to enable trucks to use I-95 and I-395.
 - Response: This is a congressional policy that can only be revised by congressional action. There has been discussion of revising this policy through the 2009 transportation bill.
- 3. Coordinate highway location and design with local fire departments. Response: The study team has talked with local emergency service providers.
- 4. Would Alternative 3A-3EIK-1 displace residents of the Pine Cone Mobile Home Park? Response: No.
- 5. How much property would be acquired?
 Response: the MaineDOT would acquire sufficient property for use as right-of-way for the construction of a two lane highway with the potential for future expansion to four lanes.
- 6. Would the highway be widened to a four lane highway?
 Response: Not at this time. It would be upgraded to four lanes when traffic volumes increase.

Scott acknowledged these comments as the community's significant issues to be addressed in the EIS and asked if there were others.

Charles Plummer said he heard concerns about the new highway splitting parcels and limiting landowner access to portions of their property.

John Bryant stated concerns about the new highway separating the towns, blocking recreational corridors, such as snowmobile trails.

Linda Johns expressed concern for increasing the development pressure on the northern terminus of the corridor near Clifton.

Ray added that the study team is also preparing a 404 permit application. These two efforts are being performed concurrently so that the public review periods for both the EIS and the 404 permit can occur at the same time. At the end of the comment period, the U.S. Army Corps of Engineers would state which alternative it can support.

John Bryant stated that the study was conceived as an east-west highway and now seems like it would function as a connector. He asked which it was. Ray replied probably both.

Ray stated that the U.S. Army Corps of Engineers (ACOE) with input from the U.S. EPA and the U.S. Fish and Wildlife Service required the MaineDOT to reevaluate 5 build alternatives that had been developed as a part of the Environmental Assessment process, that included the two

alternatives previously submitted in the original Draft ACOE permit application, both alternatives along the existing utility corridors and one other from the Family of "3" alternatives to be selected by MaineDOT. The MaineDOT selected one of the last alternatives to be dismissed from the EA's consideration.

Seven alternatives are being considered:

- 1. No build
- 2. Upgrade of Routes 1A and 46
- 3. 3EIK-2 one of two alternatives included in the Draft ACOE permit application
- 4. 2B-2 the second alternative included in the Draft ACOE permit application
- 5. 5B2E3K the alternative that parallels one of utility corridors that includes the new NRI Electric Transmission Line corridor
- 6. 5A2E3K the alternative that parallels the second utility corridor that includes the new natural gas pipeline corridor
- 7. 3A-3EIK-1 one of the last alternatives to be dismissed from the study when preparing the study EA

The MaineDOT was asked to consider possible connections to Route 178, and combinations of alternatives in an effort to further minimize impacts.

Roger Raymond asked what the basis of the agencies' requirements was – analysis, policy, or other. Ray replied that the agencies' review was primarily based on aerial photography and a philosophy of co-locating linear infrastructure. This intent doesn't reflect the markedly different footprints of overhead transmission line corridors, underground pipeline corridors, and surface transportation corridors.

John Bryant asked about the impact of the new corridor on habitat, particularly unfragmented habitat blocks. Ray replied that there are a variety of opinions on the significance of traversing habitat. Wildlife crossings have been installed and are being studied to determine their effectiveness. In addition, new state environmental regulations have afforded protection to vernal pools. Data on locations of vernal pool has been developed and is available to the study team and the review agencies.

John Bryant noted that the inter-alternative connections seem to converge on Route 9 and asked if this means that Route 9 is already determined to be a preferred segment. Ray replied that all alternatives are being considered equally.

Joan Brooks stated that upgrading Route 9 would have significant impacts to residential uses. She stated that if the weight limit on the interstate is raised, trucks would not come through the study area. Ray responded with an indicator of truck weight. Trucks with two rear trailer axles are 80K pounds and under. Trucks with three rear trailer axles are more than 80K pounds; and when loaded, are not allowed on the interstate, but exceptions may be able to be made.

Rob Kenerson asked if there had been a study of the origin and destination of truck traffic in the area. Ray indicated that a license plate survey was performed to see where all vehicles, including large trucks, were entering and exiting the study area. This data is available and provided the basis for the traffic projection.

Rick Bronson asked if the additional traffic counts in the vicinity of Route 178 would include counts of truck traffic. Ray hoped that vehicle classification would be included.

Linda Johns asked about the connection to the existing I-395 facility. Ray indicated that the alternative would likely include half interchanges at I-395 and Route 1A rather than a full interchange with closely spaced ramps which could pose an operational problem for weaving traffic. Linda asked about the possibility of getting an exemption to the weight restriction on I-395 so that trucks could get across the river and out of town. Ray replied that exemptions to the weight restriction have been given. The time to pursue such an exemption would be after the preferred alternative is identified.

Joan Brooks asked what prompted the interest in connection to Route 178. Ray indicated that the U.S. Army Corps of Engineer's requested it.

Rob Kenerson stated that BACTS has total traffic counts but probably not truck traffic counts. Charles Plummer said he had seen counters recently and that truck traffic is heavy at the Route 9/178 intersection.

Joan Brooks stated that some of the alternatives make sense on paper, but that topography make them unreasonable. Ray agreed and stated that the federal agencies made other suggestions that fit this kind of description.

Ray noted that Gannett Fleming updated the existing and projected land use in 2007. In addition, the federal agencies came to the study area for a field view to gain a better understanding of the community and the potential impacts.

Joan Brooks asked if both 2B2 and 5B2E3K represent upgrades to the Route 9 corridor. Ray replied that 2B2 uses Route 9 and 5B2E3K follows a separate utility corridor south of Route 9.

John Bryant asked if the corridor could use the rail right-of-way to minimize impact to wetlands. Ray said no and agreed that there are a lot of wetlands along the rail corridor.

Linda Johns noted that the most westerly route passes through residential areas and near the natural gas pipeline compressor station. Ray confirmed that the environmental conditions along the various alternatives have changed since the study started.

Linda Johns asked at what point some of the alternatives could be dismissed. Ray stated that if a specific alternative seems unreasonable and the federal agencies agree that further analysis is not needed, the alternative can be dismissed.

Joan Brooks noted that one of the connections to Route 178 passes west of the Eddington school and this might not be a good location.

Rick Bronson asked if it is premature to say if any of the alternatives are impractical. Ray agreed that it is too early and that credible criteria and analysis are needed to suggest dismissal of any of the alternatives at this time.

Rick Bronson stated that 5B2E3K passes near the recently constructed gas compression station. It is ready for operation. He shared that nearby residents receive an annual survey asking about existing and planned public and residential facilities in this vicinity. The survey cites federal regulations regarding a required offset distance to protect citizens from the effects of a potential gas leak.

John Bryant and Linda Johns asked if the vernal pool data is available. Ray stated that it is available.

John Bryant asked if the updates in land use information reflected changes only adjacent to the alternatives. Ray replied that the study team attempted to update land use for the entire study area. Scott requested that the PAC review the maps and submit any other updates to the study team.

Rob Kenerson asked if the snowmobile trails have been recognized in the study. Ray stated that local trail data and wildlife corridor data is still needed. He referenced the fact that there is new research on how to design effective wildlife crossings.

John Butts asked if the maps provided to the PAC and shown on screen would be available on the website. Ray responded that they would be added soon.

5. Overview of Study Schedule

See item 3 for an overview of PAC meetings and study milestones.

6. Next Meeting: Anticipated Agenda and Timeframe

Ray stated that the next PAC meeting would be scheduled in a few months. The study team would send materials to review in advance of the meeting.

7. Questions from the Public

Steve Condon, planner for the Town of Holden, stated that the preliminary plan for the large tract in the center of the study area is outdated. New regulations requiring conservation subdivision are in place. Fifty percent open space would be required. Copies of the new regulations are available at the town office. He requested copies of the new maps for the Town Office.

Frank Higgins asked if the maps would be available on the study website. Michelle indicated that the website would be updated in approximately two weeks.

Benji Grant of Holden asked for an explanation of the color-coded graphics. Ray explained which graphics represented the overhead transmission line and the new natural gas pipeline.

Bob Haney of Holden stated he was pleased to see that the connection to Route 178 would be considered. He asked if the traffic count data is available. Ray stated that the traffic count data is available on the MaineDOT website.

Linda Johns asked to receive the traffic count and archeology site data. Ray stated that the new traffic data would be presented at the next meeting but that the archeology site data was not available to the public.

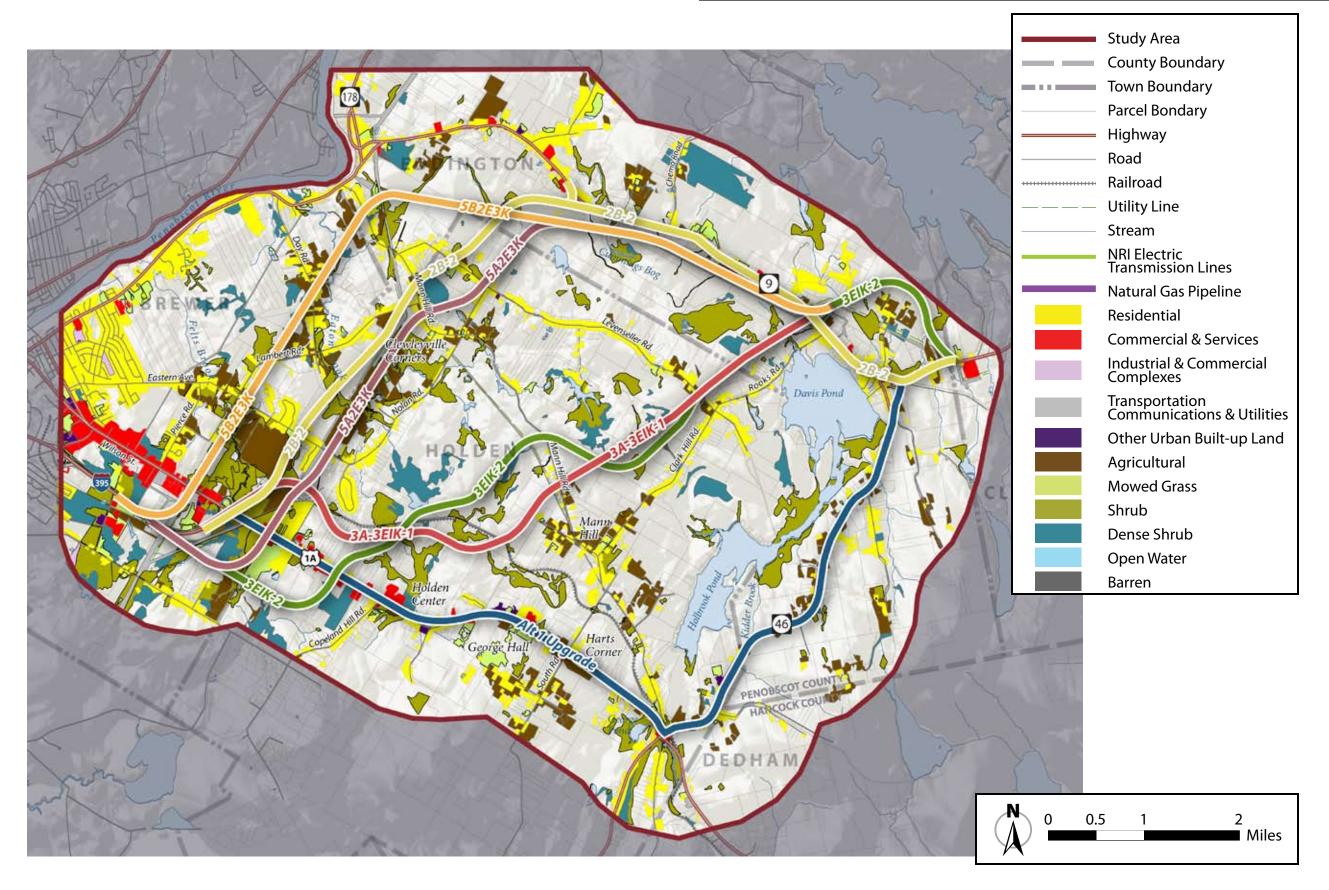
Benji Grant restated an earlier question asking if the study was a regional transportation solution or an I-395/Route 9 connector. Ray responded by saying that the study is probably both: primarily and east-west connector but one that should consider opportunities to solve other regional issues.

Michael Mannigan, a new resident of Eddington, asked when I-395 was constructed. Ray replied that I-395 was built first in Bangor in the 1950s-1960s. In the 1980s, I-395 was extended east to Route 1A.

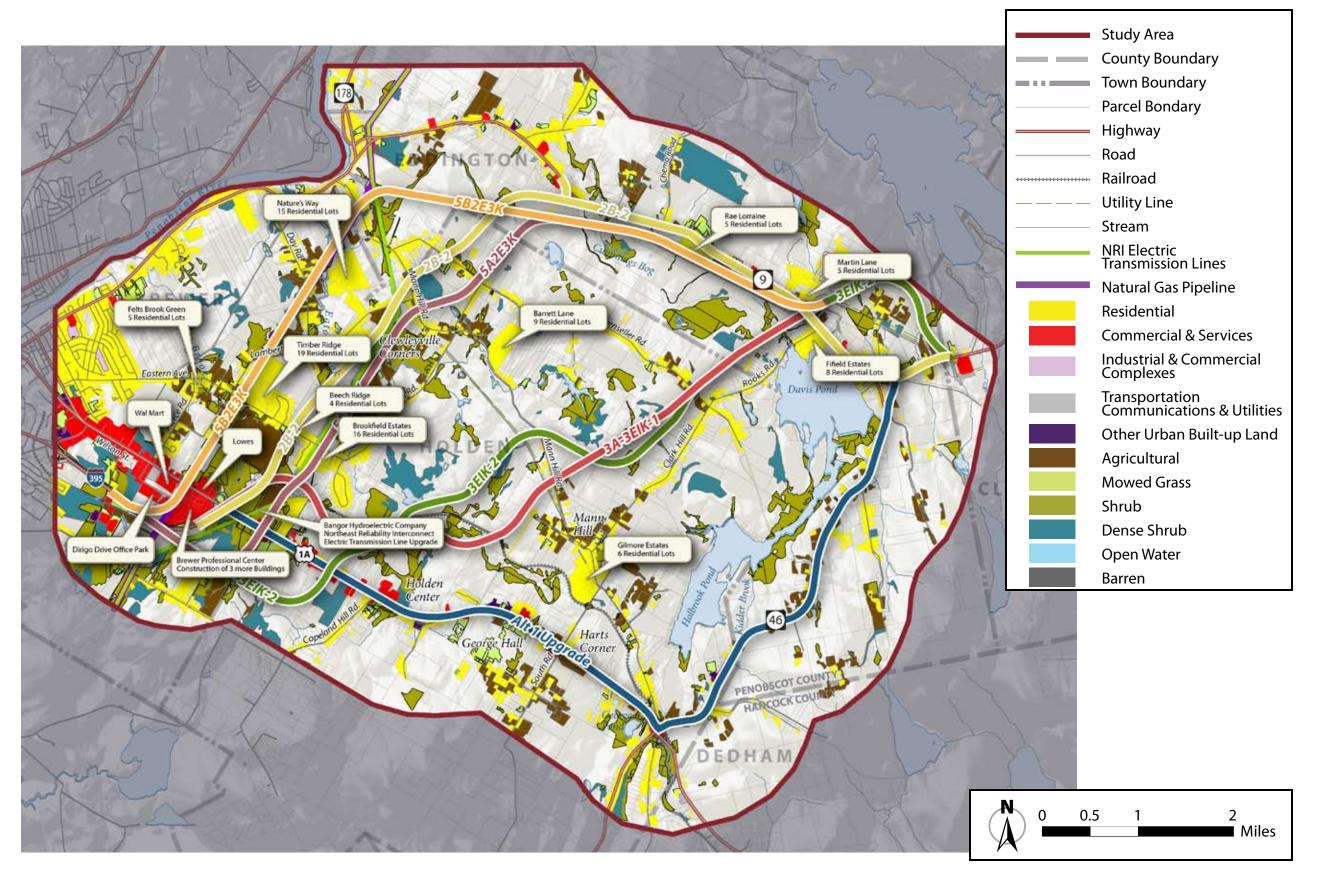
At 8:50pm, Ray thanked everyone for their attention and dismissed the meeting.

Action items

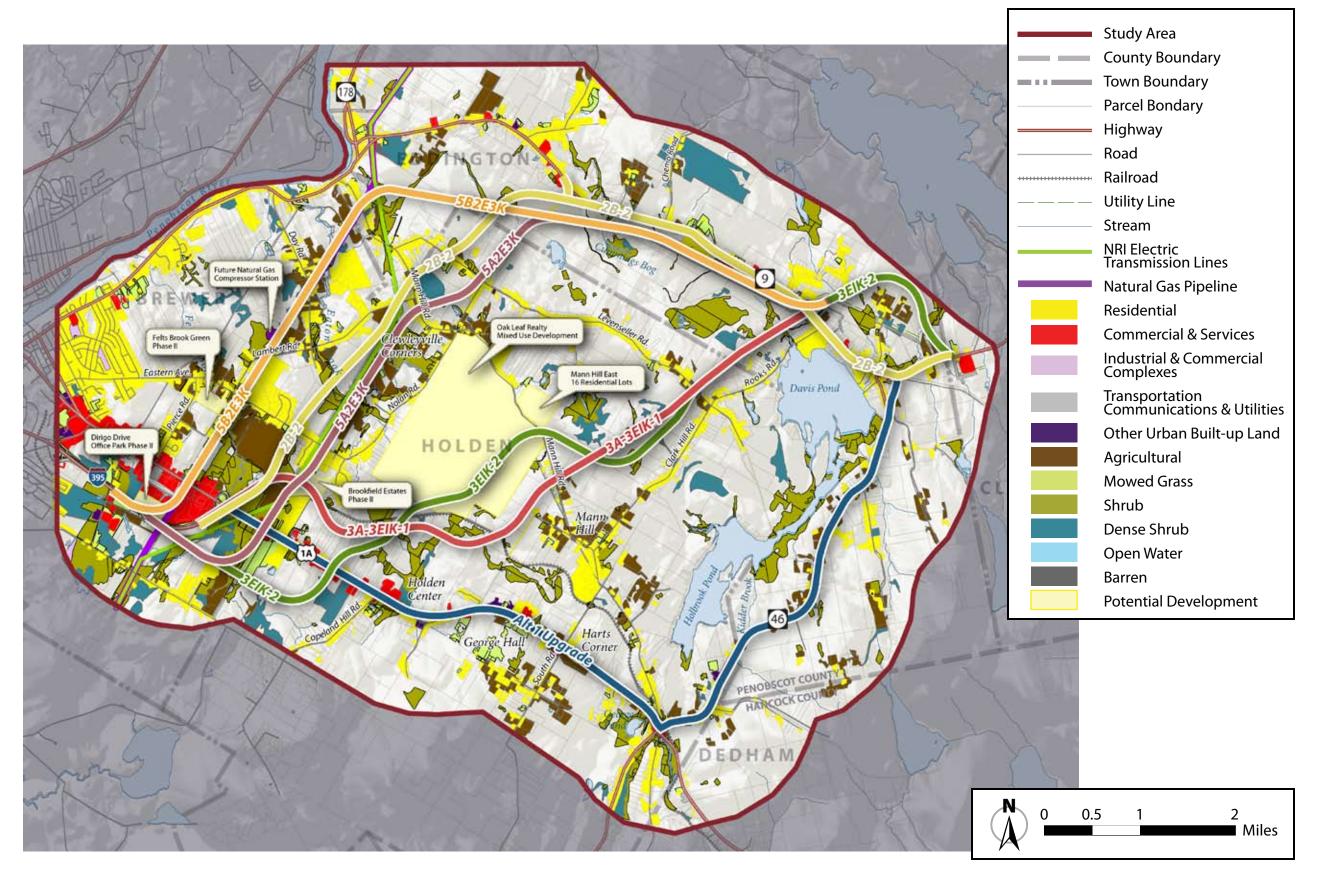
- 1. Provide O&D (license plate matching) data to PAC.
- 2. Check with Rob Kenerson on the availability of Route 178 traffic counts.
- 3. Follow-up with Linda Johns and Rick Bronson with regard to exact location and FERC requirements for buffer zone around new gas compressor station.
- 4. Provide copies of vernal pool mapping, digital and hard copy to municipalities.
- 5. Consider impacts to recreation trails (snow mobile and ATV is becoming popular) and wildlife corridors.
- 6. Add maps and handouts to study website.
- 7. Provide copies of alternatives maps for municipal offices including connections.
- 8. Provide a link to MaineDOT traffic count data.



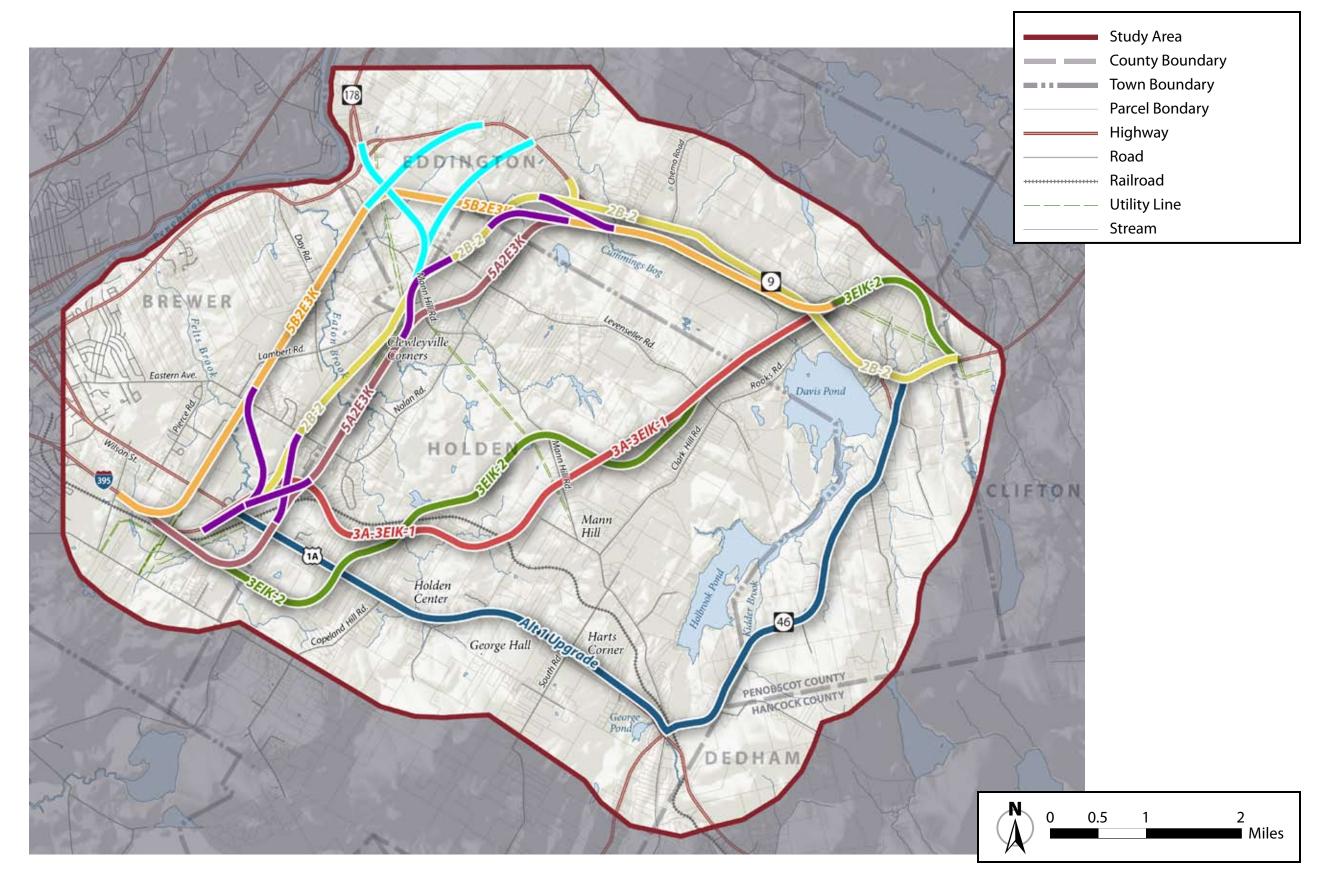
Changes in Land Use 2005-2007



Reasonably Foreseeable Changes in Land Use 2008 and Beyond



Alternatives Retained for Further Consideration



I-395/Route 9 Transportation Study PAC Meeting Summary

November 19, 2008 7:00 to 9:00 PM Eddington School, 440 Main Road Eddington, Maine

Overview of Meeting

1. Welcome and Introductions of Study Team and Committee Members

Twelve of thirteen PAC members were in attendance. Kat Fuller, Chief of Planning for MaineDOT, attended the early part of the meeting.

2. Town of Holden resolution expressing opposition to the study

Based on its understanding of the prospects for construction and operation, the Town of Holden opposes continuation of the study.

3. Traffic Data

Truck traffic traveling Route 178 to I-395 is nominal; therefore a connection of the alternatives to Route 178 is not being considered.

4./5./6. Conceptual Design, Discussion on the Range of Alternatives Being Considered, and Further Avoidance and Minimization of Impacts

Conceptual design of the build alternatives, including connectors, interchanges and intersections, was discussed.

PAC suggestions for additional connectors should be submitted to the DOT.

7. Review of Short-term Activities

Continued analysis of impacts and preparation of permit application and DEIS.

8. Next Meeting: Anticipated Agenda and Timeframe

Spring 2009 focused on a preview of the DEIS document.

9. Questions from the Public

• Questions or clarification and comments on the study.

Meeting Details

Attendance	PAC Members	Representing						
✓	Alan Bromley	Holden						
✓	Rick Bronson, Fire Chief	Brewer						
✓	Joan Brooks	Eddington						
✓	John Bryant	Holden						
absent	John Butts	Holden						
✓	Manley DeBeck, Jr.	Brewer						
✓	Rob Kenerson	BACTS						
✓	Linda Johns, City Planner	Brewer, Clifton						
✓	Rodney Lane, Lane Construction	Regional Development Trends						
✓	Charles Plummer	Eddington						
✓	Roger Raymond, Bucksport Town Manager	Bucksport						
✓	Jim Ring, Bangor City Engineer	Bangor						
	Study Team							
✓	Ray Faucher	MaineDOT						
✓	Kat Fuller	MaineDOT						
✓	Mark Hasselmann	FHWA						
✓	Bill Plumpton	Gannett Fleming, Inc.						
✓	Michelle Brummer	Gannett Fleming, Inc.						
✓	Dave Hamlet	Gannett Fleming, Inc.						

1. Welcome and Introductions of Study Team and Committee Members

Michelle Brummer welcomed attendees to the public advisory committee meeting (PAC) for the I-395/Route 9 Transportation Study. She asked the study team, members of the PAC, and elected officials to introduce themselves.

Michelle briefly reviewed the purpose of the PAC, its responsibilities, and ground rules to the meeting. These items were presented in detail at the August 20th PAC meeting and associated handout.

Bill Plumpton reported on the status of follow-up items to the August 20th meeting.

1. Regarding the request for the results and/or data from the 2001 license plate study, Bill reported that the study compared the license plates of vehicles exiting I-395 to Route 1A southbound to license plates on Route 1A south of Route 46. This study found that approximately 30% of vehicles exiting I-395 continued on Route 1A south of Route 46. He asked if this information satisfied the request. Rob stated that he wondered about the nature of the study and its results, and yes

- this information was sufficient. Ray Faucher added that a 1998 origin and destination study supplemented these results.
- 2. Bill thanked Linda Johns and Rick Bronson for their communications regarding the location of the natural gas station.
- 3. Regarding the request for vernal pool mapping, Bill reported that data had been sent to Brewer and Holden. Linda Johns and John Bryant confirmed receipt.
- 4. Regarding the request to consider trails when designing the alternatives, Bill stated that data from the Maine Snowmobile Association was collected at the beginning of the study and that a request was submitted for updated trails data.
- 5. Bill noted that the handouts and maps from the August meeting were posted on the study website.
- 6. Bill stated that information posters displaying a large map of the alternatives were sent to each town or city office. PAC members reported that the posters have had a lot of attention.
- 7. Finally, the regarding the request for a link to the MaineDOT's traffic data, Bill directed attention to the link provided on this meeting's agenda.

2. Town of Holden resolution expressing opposition to the study

Bill stated that the Town of Holden's resolution has been made part of the MaineDOT administrative record.

John Bryant summarized the three points of the resolution. John stated that the Town of Holden had been discussing its' concerns about the study and decided to issue this resolution to make its position known. The town has three concerns:

- 1. The lack of current funding for construction, as reported throughout the media, suggests it is a poor use of limited funds to continue this study.
- 2. 100,000 pound trucks would not be permitted to use the road.
- 3. Ongoing discussion of a privately funded east-west highway suggests that private interests may address the problem sooner than state and federal funds can be made available.

The Town believes that whichever alternative is funded and built, it should be a regional solution. At this time, it is not wise to continue this study. The Town issued this resolution to share its point of view with other communities.

Kat Fuller, Chief of Planning for MaineDOT, commented on the state of this study and the state of funding at the DOT in general. Kat began by saying that, as a result of limited funding, the DOT needs to determine the next best step. This next step will be decided in the coming months. The legislature has asked the DOT for a prioritized list and status report of all studies. Kat stated that the DOT has insufficient funding to maintain its current highway system and therefore insufficient funding to expand (or add to) the current highway system. The DOT was asked to cut \$39 million from its 2010-2011 budget with specific direction not to cut certain areas (e.g., urban/rural programs, and debt service). Kat stated that the DOT would like to hear from communities on the status of studies. Community leaders and residents may contact Kat directly by phone or in writing, or contact Ray.

Charles Plummer asked what the Town of Holden's resolution addressed. Kat responded that the resolution expressed a position not to continue the study.

Rob Kenerson asked how long the study's conclusions would remain in effect, if the study proceeded to conclusion. Kat replied, for the conclusions to remain in effect, that funds for some facets of project development (i.e., the next steps) would need to be programmed.

Roger Raymond stated that if the continuation of the study impacts the DOT's funding for maintenance, he believes the study should be discontinued.

Rod Lane asked how much DOT budgeted for this study. Ray replied that the study cost was estimated at \$1.75 million and approximately \$0.5 million remains. (Post-meeting correction: Actual amounts are \$2.5 million budgeted with approximately \$0.65 million remaining.)

Jim Ring states that he understands the struggle of limited funding and would like confirmation that monies used to complete this study will not impact maintenance funds. He cautioned, if DOT determines to discontinue the study, that traffic congestion would continue to deteriorate.

Chris Pilot, a new resident of Holden, asked if the study was discontinued, how residents could be assured that it would not be continued at some future time, thus impacting their property value in the coming years. Kat responded that the DOT cannot make guarantees. If the study comes to conclusion and it is decided not to move forward, it will not be revisited. If the study is discontinued and the economy rebounds, the DOT could begin the conversation of potential improvements anew.

Bill added that the purpose and needs identified at the beginning of the study still exists. The needs for reducing congestion, improving safety and improving system linkage won't fix themselves.

Michael Celli of Brewer stated that truck traffic is getting worse in Brewer. A new connector would alleviate truck traffic and improve safety in the City.

Dave Link of Holden and Eddington asked about the cost of construction in relation to the DOT's budget. Ray responded that the DOT has seen recent average construction costs of \$7-8 million per mile. For a 10 to 11-mile connector as studied here, construction would likely cost \$70 to \$80 million. This amount is one-half of DOT's budget for one year. Kat added that the DOT is one-half billion short on funds needed to meet its current needs.

Margie, a resident near Davis Pond, expressed support for continuing the study.

Jim Russell, a resident of Eddington, expressed support for continuing the study, emphasizing that not continuing to reach a conclusion would be money wasted.

Russ Coulter, son of Dorothy Coulter, an Eddington resident, preferred to end the study until the outcome is economically feasible.

Chris Pilot made a similar statement.

Benji Grant, a resident of Holden, asked if the DOT could really afford to build the connector, since projections of future traffic show only 7,000 vehicles per day in 2030.

Hugh Crawford, a resident of Eddington, expressed interest in the prospect of a privately funded highway and stated that the final alignment of a new road might impact future traffic volumes.

Dave Lakeman, a resident of Holden, stated that communities are being hurt economically by not deciding which route to take. Industry doesn't know where to site new development and are staying away. It would be a poor decision not to continue the study.

Linda Johns asked how long it will take to complete the study. Bill and Ray replied that the final EIS could be completed within about a year and a half.

Malcolm Coulter, Jr., a resident of Holden and son of a resident of Eddington, asked for clarification that if a preferred route would be identified in about a year and half, what would happen next. Bill said that once a preferred alternative is identified, communities could update their comprehensive plans to embody the preferred alternative. Ray added that the DOT would seek and put funding in place for final design and property acquisition.

Michael Celli emphasized that without the study, there could be no further funding. Therefore, the study should continue to the point that funding could be sought.

Bill directed the conversation to the point of the Town of Holden's resolution regarding weight limits. Ray clarified that the DOT continues to pressure the congressional delegation to allow trucks weighing 100,000 pounds to be able to use the Interstate System, however, trucks with weights up to 100,000 pounds would be permitted to use the proposed new roadway.

Kat thanked the PAC and audience for participating in the study and departed.

John Bryant stated that if funding for construction and the barrier of weight limits can be resolved, then the Town of Holden would reconsider its position on the study.

3. Traffic Data

Bill stated that two six-hour truck counts were conducted at the intersection of Route 178 and Route 9 in September 2008. The first was from 12pm to 6pm and the second from 6am to 12pm the following day. This is a typical data collection approach. This data was factored up to yield a 24-hour estimate of 320 trucks per day. The truck counters tallied the number of axles as an indicator of truck weight and the counter observed whether

they were loaded, empty, or not known. For every 100 trucks, 98 were six axle, heavy (100,000 pound) trucks. The remaining two were five axle 80,000 pound trucks.

Frank Higgins of Eddington asked Ray to restate the hours of the truck counts.

Bill restated that the link to the DOT's online traffic data was printed on the agenda.

4./5./6. Conceptual Design, Discussion on the Range of Alternatives Being Considered, and Further Avoidance and Minimization of Impacts

Bill began the discussion of alternatives by stating that no new alternatives have been added and none would be added during the remainder of this study. Tonight's presentation will focus on connections between alternatives to attempt to further minimize impacts, interchanges with I-395 and intersections with non-interstate highways.

Dave Hamlet gave an overview the alternatives, their possible connections, interchanges and intersections, as shown on the meeting handout.

Chris Pilot asked if costs for each of the options are available for comparison purposes. Dave responded that 2B-2 is the shortest alternative and therefore requires the least new construction and would be the cheapest to construct. Estimates for the cost of constructing the build alternatives will be prepared.

Dave highlighted a typical section of right-of-way, showing the area for the initial two lanes of new roadway and, ultimately, the two additional lanes for a four lane roadway. This diagram was included in the meeting handout.

Charles Plummer asked how much of an impact the abandoned railroad has on the alternatives. Dave responded that the alternative will need to bridge over the railroad. Bridging, of course, adds costs.

Charles added that the railroad has no interested in upgrading the line. Ray replied that the DOT has seen railroad lines brought back into service after abandonment. This line is currently owned by the State of Maine and Maine DOT wants to maintain this corridor for potential future train service.

Bill asked if there were other connectors between alternatives to consider. Linda Johns agreed that all reasonable connectors had been identified. Joan Brooks commented on the placement of the Route 178 and Route 9 connectors in regard to the location of the Eddington School, advocating for an alternative that keeps truck traffic away from the school.

Regarding the interchanges and intersections, Bill asked if there were other locations or conceptual designs that were not considered. Dave Link asked about upgrades to the Route 46 / Route 9 intersection. Ray said that the Route 46 / Route 9 intersection would be straightened. Charles Plummer commented that trucks traveling north on Route 46 and turning east on Route 9 use all of the available pavement to make the turn.

Jim Marley asked if roundabouts and/or rotaries were considered for the intersections. Ray responded that roundabouts have not been considered to date but have been used in other locations in Maine.

Benji Grant asked for clarification on roundabouts and rotaries. Ray responded that roundabouts are designed to slow traffic to 20-25 mph while rotaries are deigned for higher speed travel.

Michael Celli suggested extending alternative 5B2E3K to connect to Route 178 and Route 9.

Jim Ring asked if some of the connectors would be challenging to construct because of the existing topography and the need to create suitable grades for truck traffic. Dave replied that these connectors would come at a higher cost and would have a much wider footprint, but the engineering is possible. Ray added that while possible, they may not able be practicable.

Linda Johns asked, for the 20 trucks per hour traveling south on Route 178 into Brewer, how many are destined for Brewer or the Interstate vs. those headed for Bucksport. The study team did not know the answer, but speculated that few are headed to Bucksport.

Bill indicated that at 20 trucks per hour, the cost of making the Route 178 connection is not reasonable and the DOT is not interested in pursuing a connection to Route 178.

Linda asked how many trucks westbound on Route 9 would take I-395 vs. Main Street in Brewer. Bill said that he did not recall but would provide it in the meeting summary as a follow-up.

John Bryant indicated that he believes there may be another option for connecting 2B-2 with Route 9, acknowledging that heavy trucks through north Brewer are a regional problem. Michael Celli indicated that he has observed 1 truck every two minutes in north Brewer, and that a Route 178 connection is important. Bill asked that John sketch the location and send it to Ray.

7. Review of Short-term Activities

Bill outlined the next steps in the study:

- 1. Share the analysis and impacts with the federal and state agencies.
- 2. Refine the alternatives to further minimize impacts (e.g. with bridges).
- 3. Continue study of the alternatives.
- 4. Narrow the range of connectors.
- 5. Update property owner information with new homes, new subdivisions, etc.
- 6. Develop cost estimates.
- 7. Analyze utility impacts.
- 8. Submit the Section 404 permit application to the Army Corps of Engineers.
- 9. Prepare the DEIS document presenting all alternatives equally

Roger Raymond stated that the handout included no information on connectors for the family of three alternatives. Bill responded that no changes or connectors had been studies for this family.

8. Next Meeting: Anticipated Agenda and Timeframe

Bill estimated that the next PAC meeting would be scheduled for Spring 2009. That meeting would provide the PAC with a preview of the DEIS.

Bill asked if the study's communications methods (i.e., website, newsletter, and posters) were sufficient for the communities. Linda, John, Joan, and Manley indicated that these were adequate.

Charles Plummer added that many people do not have access to the website. Ray replied that the same information is provided in handout form to the town offices.

Alan Bromley stated that the maps mislabel Grange Hall as George Hall, and Cleweyville Road as Mann Hill Road. Bill will have the maps corrected.

9. Questions from the Public

Jim Russell stated that kids are important in every community. He suggested that the study remain focused on the east-west connection and revisit the option of connecting to Route 178 at a later point in time.

Malcolm Coulter, Jr. asked why such a large swing in some of the build alternatives is shown north of East Eddington. Ray responded that this eastern end of the study area is the most built up. The alternatives go around this village to avoid costly impacts to people and natural resources.

Don asked if the utility corridor was a suitable corridor for the alignment. Bill replied that the alternatives seek the path of least impact. Residential and wetland impacts are both high in this corridor.

Hugh Crawford suggested that there may be a corridor with fewer impacts south of the powerline corridor. The MaineDOT has considered the feasibility of locating this portion of the build alternatives along the utility easement and found it to result in greater impacts to people and natural resources but would take another look.

Nancy Asbury, daughter of Dorothy Coulter, expressed her preference for the no-build alternative, stating that the objective of getting trucks to I-395 is still not sufficiently achieved through these alternatives. She asked to see the conceptual design of an upgraded Route 46 / Route 9 intersection at the next meeting. Ray responded that the DOT was charged with improving east-west travel in the 1990s. Portions of the existing highway network have been improved but upgrades in a few areas, like this one, were more challenging.

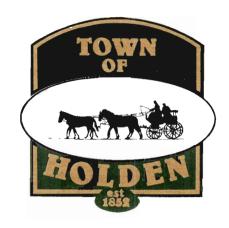
Chris Pilot spoke against continuing the study based on cost effectiveness and potential impacts to wildlife and, in particular, to bald eagles. Ray replied that the state and federal agencies have not reported eagle nests in the central portion of the study area.

Benji Grant confirmed that alternative 5B2E3K requires five miles of new road plus the upgrade of 4.5 miles of existing road.

At 9:00pm, Ray thanked everyone for their attention and dismissed the meeting.

Action Items/Follow-ups

1. Provide data on the number of trucks using Route 9. Post-meeting follow-up: About 780 heavy trucks use the portion of Route 9 near Route 46 in 2006. About 1,090 heavy trucks use the portion of Route 9 near Route 178 in 2006.





TOWN MANAGER

John W. Butts

November 1, 2008

Mr. Raymond Faucher Maine Department of Transportation 16 State House Station Augusta, Maine 04333-0016

Mr. Ray Faucher,

TOWN COUNCIL

Paul Amoroso Ralph McLeod Joel Swanton

John Bryant, Chairman Robert Harvey, Vice Chairman

On October 16, 2008 the Holden Town Council unanimously approved a position statement opposing the I-395/Route 9 Connector for reasons expressed in the attached Resolution and Position Statement. As stated in the last paragraph of the position statement, if the funding problem and weight restrictions are resolved and nothing becomes of the private investors proposal then the Council would support option 2B-2 as the preferred alternative to insure maximum regional benefits.

As stated in my previous correspondence a copy of the attached resolution and position statement has been forwarded to our Congressional Delegation, State Legislators, surrounding communities and the press. Please feel free to contact me at 843-5151 if you have any questions or comments regarding the Town of Holden's position regarding this matter.

Sincerely,

John W. Butts Town Manager

Town of Holden State Route 9 to I395 Connector Position Statement August 11, 2008

MDOT plans to study five proposed routes and plans to finalize their decision to the Federal Highway Administration (FHA) by mid-2009. The Holden Town Council desires to communicate our position to the MDOT and the FHA to ensure optimum value for the region and provide leadership for Holden and the surrounding communities.

From the beginning, the I395 connector study had five goals;

- 1. Improve regional system linkage,
- 2. Improve safety,
- 3. Improve the flow of traffic and shipment of goods between I395 and Route 9,
- 4. Adhere to MDOT's budget, and
- 5. Minimize social and environmental impacts

The Holden Town Council opposes MDOT's continuation of this planning process and further waste of state and local personal and financial resources for the following reasons:

- a. MDOT's budget is currently insufficient to meet the repair and maintenance needs of Maine's transportation infrastructure. These needs are critical for safety and Maine's economy and all limited funds should receive higher priority than this project.
- b. Federal regulations currently limit truck gross vehicle weight on the northern part of our interstate system to 80,000 lbs, including I395. State regulations allow 100,000 lbs on state highways, including State Route 9 in Clifton and Eddington. The goal of improved traffic flow and shipment of goods between I395 and State Route 9 cannot be accomplished until this weight inequity is resolved. Until the conflicting weight limits on State Route 9 and I395 are addressed through federal policy changes, the proposed connector makes absolutely no sense. Upgrade of existing roads or the nobuild option should be the priority.
- c. Since 2006, private investors have advocated an East-West Highway alternative to the proposed MDOT connector from State Route 9 to I395, whereby a private toll highway would be constructed, and paid for by private investors. The proposed route does not involve use of Route 9 or I395. This privately funded option continues to gain momentum, and would prevent MDOT from spending limited public funds unnecessarily. The feasibility of this project should be fully explored before further resources are spent on the connector project.

MDOT should not spend any additional resources on this planning process unless MDOT addresses the critical issues stated above. The Holden Town Council supports a no-build option and construction of the proposed privately funded East-West Highway.

If the funding and weight restriction issues are resolved and the need for a connector can still be justified, Holden's position is as follows:

The Holden Town Council supports option 2B-2 as the preferred alternative in order to accomplish the connector study goals and ensure maximum regional benefits. Holden's support of option 2B-2 is based on three key advantages; 1) 2B-2 could incorporate Route 178 traffic flow to I395 without use of North Brewer's residential roads (maximum regional benefit), 2) option 2B-2 is the shortest length of new construction (minimal cost), and 3) option 2B-2 utilizes existing State Route 9 to the highest degree (avoids new road construction).

Therefore, the Holden Town Council supports option 2B-2 as the preferred alternative if (and only if) the I395 weight restriction changes to the state road limit of 100,000 lbs. If the 80,000 lbs weight restriction on I395 continues, the Holden Town Council supports a no-build option and private funding for the proposed East-West Highway.

John Bryant, Chairperson

Robert Harvey, Vice Chairperson

Joel Swanton, Councilor

Paul Amoroso, Councilor

Ratph McLeod, Councilor

Date Approved: Octoby 16, 2008

TOWN OF HOLDEN, MAINE

A RESOLUTION EXPRESSING OPPOSITION TO THE I-395 TO ROUTE 9 ROAD CONNECTION

WHEREAS, representatives from the Holden Town Council and other surrounding communities have been working with officials of the Maine Department of Transportation (MDOT) to identify potential feasible routes to connecting Interstate 395 and Route 9 with a limited access highway in order to address transportation needs in this region; and

WHEREAS, the Holden Town Council opposes MDOT's continuation of this planning process and further waste of state and local personal and financial resources; and

WHEREAS, current MDOT funding is insufficient to meet the repair and maintenance needs of Maine's existing transportation system; and

WHEREAS, current federal regulations limit truck gross weight to 80,000 lbs on the northern part of our interstate system including I-395 and state regulations allow 100,000 lbs on state highways an impasse exists that must be resolved prior to connecting the two routes; and

WHEREAS, a private toll East-West Highway has been proposed that would not involve I-395 or Route 9; and

WHEREAS, the proposed East-West Highway would solve many of the states current transportation needs; and

WHEREAS, such a highway would be constructed from private investments preventing the MDOT from expending limited public funds; and

WHEREAS, if the funding and weight restrictions can be resolved the Holden Town Council may reconsider this issue if option 2B-2 is considered as the alternative route.

NOW, THEREFORE, BE IT RESOLVED, that the Holden Town Council expresses its opposition to continuation of this project until such time as the above mentioned issues can be resolved and desires MDOT and the Public Advisory Committee (PAC) to join with them in support of this resolution.

Date Adopted

HOLDEN TOWN COUNCIL

John Bryant, Chairman

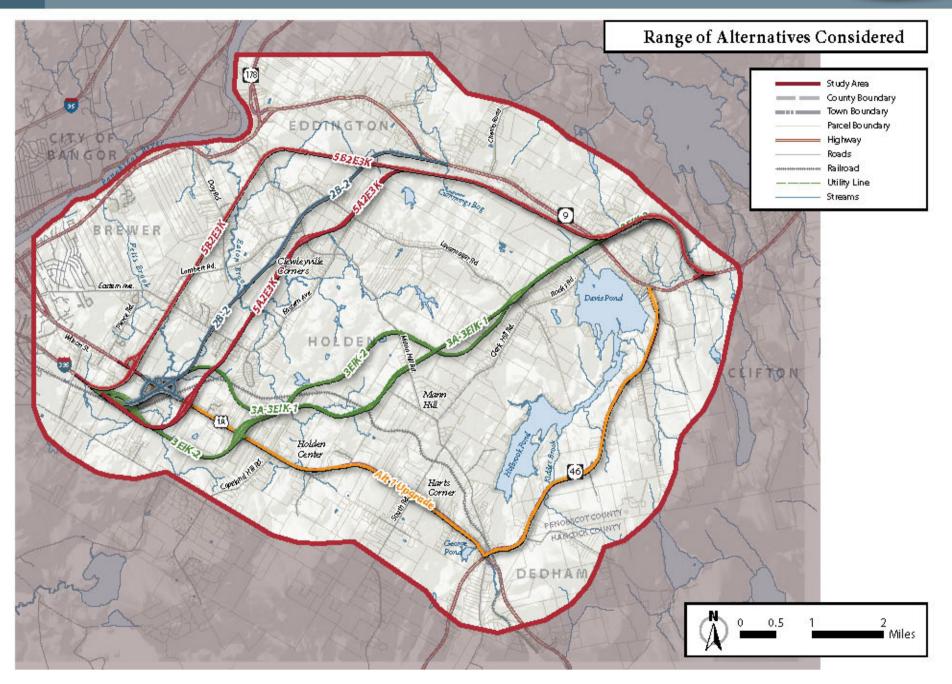
Paul Amoroso

Joel Swanton

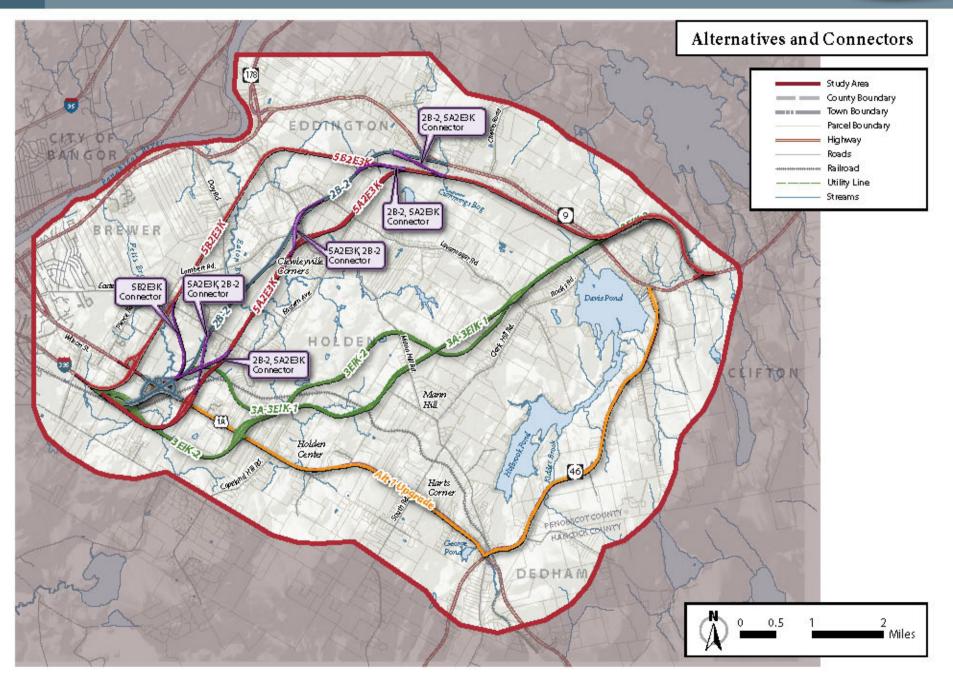
Kalph McLeod

I-395/Route 9 Transportation Study PAC Meeting April 15, 2009

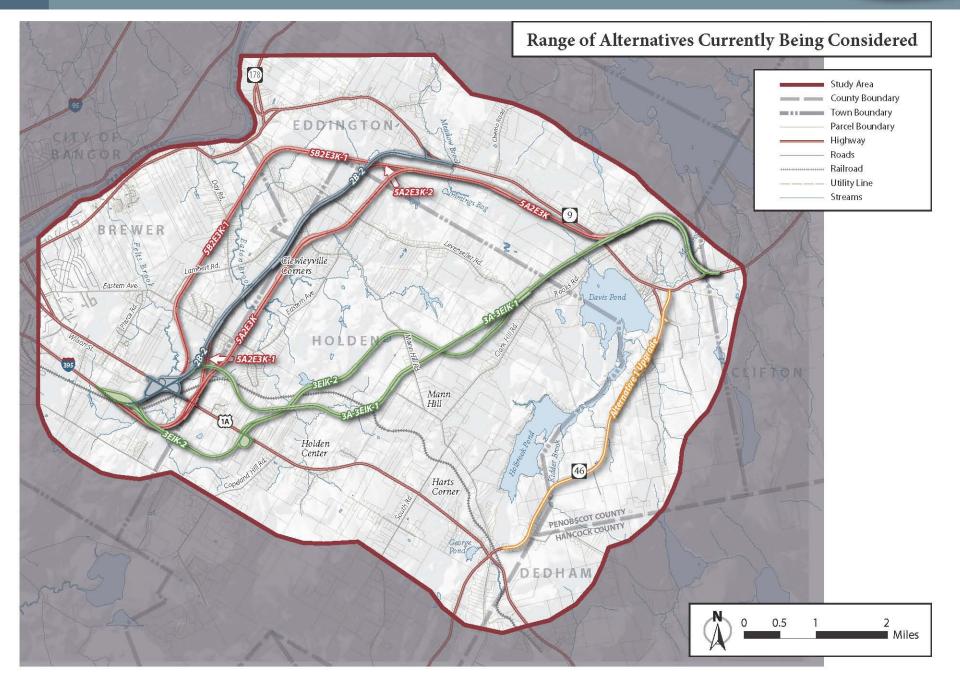














Purpose and Needs Matrix

Alternatives	Meets Pu	ırpose		Meets Needs			
	Study Purpose	USACE Purpose	System Linkage	Safety Concerns	Traffic Congestion		
No-Build	No	No	No	No	No		
Alternative 1-Upgrade	No	No	No	No	No		
2B-2	No	No	No	Yes	No		
3A-3EIK-1	Yes	Yes	Yes	Yes	Yes		
3EIK-2	Yes	Yes	Yes	Yes	Yes		
5A2E3K	Yes	Yes	Yes	Yes	Yes		
5A2E3K-1	No	No	No	Yes	No		
5A2E3K-2	Yes	Yes	Yes	Yes	Yes		
5B2E3K-1	Yes	Yes	Yes	Yes	Yes		



Impacts to Land Use (acres)

	Residential	Commercial	Agricultural	Transportation, Communications, Utilities	Mowed Grass	Shrub	Forest	Surface Water	Total
No-Build	-	2 3	(-	-	-	94	*	100	-
Alternative 1 Upgrade	1	0	8	2	0.5	0.5	13	0	25
2B-2*	4	0.5	14	5	7	15.5	62.5	0.5	109
3A-3EIK-1	5	0.5	7	5	5	17.5	146.5	0.5	187
3EIK-2	4	2	5	7	6	8	168	0	200
5A2E3K	10	3	25	9	6	24	137.5	0.5	215
5A2E3K-1*	5	4	15	7	6	21	72.5	0.5	131
5A2E3K-2	10	4	15	8	9	23	140	0	209
5B2E3K-1	12	0.5	18	12	8	25	124	0.5	200

^{*}Note: Does not satisfy the long-term system linkage need that is satisfied by other study alternatives.



Displacements

Alternative	Residences	Businesses
Alternative 1 Upgrade	8	(H)
2B-2*	10	(-)
3A-3EIK-1	7	576
3EIK-2	3	Garrett's Auto Sale, Swish Maintenance, Ltd., Carpet World
5A2E3K	9	Brewer Fence Company, Eden Pure Heaters,
5A2E3K-1*	8	and Mitchell's Landscaping and Garden
5A2E3K-2	10	Center
5B2E3K-1	10	Bangor Electric Co. Building, and Maritimes and Northeast Pipeline LLC c/o Duke Energy Compressor Station

^{*}Note: Does not satisfy the long-term system linkage need that is satisfied by other study alternatives.

Impacts to Streams, Wetlands, and Floodplains

	Streams (in feet)	Wetlands (in acres)	Floodplains (in acres)
No-Build	17	970	78
Alternative 1 Upgrade	-	7	2
2B-2*	850	48	20
3A-3EIK-1	1,730	69	32
3EIK-2	1,510	57	11
5A2E3K	1,070	80	7
5A2E3K-1*	800	45	8
5A2E3K-2	1,260	76	6
5B2E3K-1	2,230	81	24

^{*}Note: Does not satisfy the long-term system linkage need that is satisfied by other study alternatives.



Next Steps...

- DEIS/Section 404 Permit Application –
 Late Summer / Fall 2009
- Public Hearing
- Public Comments
- FEIS/Section 404 Permit Application
- ROD

- Final Engineering Design
- Complete Applications/Receive Permits
- Construction

I-395/Route 9 Transportation Study PAC Meeting Summary

April 15, 2009 7:00 to 9:00 PM Holbrook Middle School, 202 Kidder Hill Road, Holbrook, Maine

Overview of Meeting

1. Welcome and Introductions

Seven of twelve PAC members were in attendance.

2. Status of Study Moving Forward

The MaineDOT and the FHWA are moving forward with the study.

3. Activities Completed Since November 2008

- Dismissed Alternatives 5B2E3K and 2B-2 with connectors to 5A2E3K.
- Completed most of the preliminary design including typical sections, interchanges, and intersections.
- Completed most of the impacts assessment work and documentation to be included in the environmental impact statement.

4. Discussion of the Results of Connectors and Range of Alternatives Being Considered

Most of the alternatives resulting from the development and analysis of connectors were dismissed because they resulted in greater impacts than the alternatives being retained for further analysis. Three connectors were found to have some merits and are currently being evaluated.

5. Results of the Preliminary Impacts Assessment and Further Avoidance and Minimization of Impacts

The PAC asked if alternatives with greater impacts would be dismissed. Further dismissal of alternatives that do not satisfy the Study the purpose and need, are duplicative, or have greater impacts would occur with the concurrence of the federal resource agencies at the May 2009 Interagency meeting.

6. Review of Short-term Activities

The study team's remaining work over the short-term consists of:

- Refine the 'skinny' diamond interchange, if any of the 5A alternatives are retained. If dismissed, no further work on this interchange would be done.
- Tabulate impacts to properties affected by the alternatives.
- Estimate cost of construction of each retained alternative.
- Analyze crash reductions.
- Analyze economic impacts.
- Analyze noise impacts.
- Revise permit application.
- Update the posters and release another newsletter, anticipated in late May 2009.

7. Next Meeting and Anticipated Timeframe

Fall 2009 after the Draft Environmental Impact Statement (DEIS) is circulated and before the public hearing.

8. Questions from the Public

• Questions or clarification and comments on the study.

Meeting Details

Attendance	PAC Members	Representing or Background
	Alan Bromley	Holden
	Rick Bronson, Fire Chief	Brewer
✓	Joan Brooks	Eddington
✓	John Bryant	Holden
✓	John Butts	Holden
	Manley DeBeck, Jr.	Brewer
✓	Rob Kenerson	BACTS
✓	Linda Johns, City Planner	Brewer, Clifton
	Rodney Lane, Lane Construction	Construction
✓	Charles Plummer	Eddington
	Roger Raymond, Bucksport Town Manager	Bucksport
✓	Jim Ring, Bangor City Engineer	Bangor
	Study Team	
✓	Ray Faucher	MaineDOT
✓	Judy Lindsey	MaineDOT
✓	Mark Hasselmann	FHWA
✓	Bill Plumpton	Gannett Fleming, Inc.
✓	Michelle Brummer	Gannett Fleming, Inc.

1. Welcome and Introductions

Ray Faucher welcomed the public advisory committee (PAC) and the audience. He said that Bill Plumpton and Michelle Brummer would be late in joining the meeting.

2. Status of Study Moving Forward

The MaineDOT and the FHWA are moving forward with the study.

3. Activities Completed Since November 2008

Ray reminded that PAC that the study team had identified connectors between the north/south portions of the three western-most alternatives, which resulted in the creation of 14 additional alternatives (hybrids). The MaineDOT met with the federal and state regulatory and resource agencies in December to review these alternatives. At that meeting, the number of alternatives was reduced based on the transportation benefits and screening, resulting in 7 build alternatives, 1 upgrade alternative and the no build alternative. These 9 alternatives are being assessed for their impacts on the natural and human environments.

The MaineDOT has completed most of the preliminary design including typical sections, interchanges, and intersections for the alternatives being considered. The MaineDOT has completed most of the impacts assessment work and documentation to be included in the Environmental Impact Statement and Section 404 permit application supporting information.

4. Discussion of the Results of Connectors and Range of Alternatives Being Considered

Ray reviewed the results of the connectors.

- 5B2E3K was dismissed due to commercial impacts in Brewer. A hybrid alternative, 5B2B3K-1, is currently being retained for further analysis.
- 2B-2 with connectors to 5A2E3K was dismissed due to greater impacts to wetlands, floodplains, and residential areas than those alternatives being considered; 2B-2 was retained for further analysis.
- 5A2E3K with connectors to 2B-2 were retained; these alternatives are known as 5A2E3K-1 and -2.

Jim Ring asked for clarification on the location of the Brookfield Estates Drive, and asked that we add the estate location to the figure, and identify the alternative that affects this development.

Ray responded that Brookfield Estates is located on the south side of Eastern Avenue in the vicinity of the Brewer/Holden town line and is impacted by Alternative 5A2E3K.

Ray stated that the federal regulatory and resource agencies agreed with the dismissal of select alternatives based on impacts and their ability to satisfy the study purpose and needs. The alternatives that tie into Route 9 at Eddington and use a section of Route 9 do not satisfy the purpose and need statement.

Ray presented typical sections of the upgrade and other build alternatives, noting that, with the exception of the upgrade alternative, the MaineDOT would acquire land for a four-lane right-of-way, though only two lanes would be constructed initially.

Ray presented more detailed views of the interchanges and intersections with the existing highway network.

- For the upgrade alternative, a new Route 46 intersection with Route 9 is shown east of the existing intersection to retain and not impact the Tradewinds business at the north end of Route 46. The northern end of Route 46 would become a local road ending in a cul-de-sac.
- For Alternative 2B-2, I-395 would require an upgrade to the existing interchange with Route 1A.
- For Alternatives 2B-2 and 5A2E3K-1, the connection to Route 9 would be accomplished with a T-intersection.
- For Alternative 3EIK-2, two partial interchanges would be constructed, one at its connection with I-395 and the second at the alternatives crossing of Route 1A, to eliminate concerns with traffic weaving that would result from the construction of a single interchange with I-395.

• For Alternative 5A2E3K, the proposed interchange with Route 1A is a narrow diamond configuration. The existing I-395/Route 1A interchange would be eliminated.

Jim Ring asked why a simple slip lane for eastbound Rte 1A traffic is not proposed for Alt 3EIK-2? He is concerned with safety, geometrics and a weaving movement. Ray response by saying the volume on Route 1A will increase, not allowing left turns will protect mobility.

Linda Johns noted that there is an 81-acre DEP-restricted wetland mitigation site between Felts Brook and I-395 to the southwest of Route 1A.

5. Results of the Preliminary Impacts Assessment and Further Avoidance and Minimization of Impacts

Ray showed several tables comparing the alternatives to:

- The impacts to land use and land cover, in acres.
- Displacements of residences and businesses.
- The impacts to streams, wetlands, vernal pools, and floodplains.

These tables show that the alternatives beginning with '5' parallel to the utility corridors have the highest wetland impacts.

Jim Ring stated that Alternatives 2B-2 and 5A2E3K-1 do not meet the long-term need. He asked if there is any need to continue studying these alternatives. Ray replied that the US Army Corps of Engineers (Corps) would probably require that MaineDOT carry at least one forward.

John Bryant asked if the purpose and need had changed. Ray replied that the purpose and need have not changed and are general, as agencies don't want to predetermine the outcome. The speed of traffic through the east Eddington village has always been a concern. As a built up area, it poses a challenge to making connections to Route 9 west of the east Eddington Village.

John Bryant stated that the tables of impacts do not relate to the system linkage need, as indicated by the asterisks.

Linda Johns asked if MaineDOT is looking at dismissing some alternatives. Ray replied, yes, specifically those that are duplicative in function and location and have higher impacts than other alternatives. A May meeting is scheduled with the federal and state regulatory and resource agencies to discuss dismissing alternatives from further consideration.

Bill Plumpton explained that a reasonable range of alternatives is needed in the DEIS. The purpose of the DEIS is to have a thorough conversation about the range of alternatives and their potential impacts. With nine alternatives, a thorough conversation is really not feasible; we need to narrow the number of alternatives to have a good discussion of the alternatives and their impacts. Ray added that the Corps specifically requested that at least one alternative that connects to Route 9 west of Route 46 be retained in the DEIS.

Bill continued. The preliminary engineering for the interchanges and the intersections has been fully developed except for the diamond interchange. The conceptual ramp design for Alternative 5A2E3K shows slip ramps that would need to include traffic signals. All traffic would be controlled by the traffic signals and most of the turns drivers would make would be left-turns across traffic. The diamond interchange would work, but as traffic volumes increase, traffic would not flow through the area as well as when the interchange was first opened to traffic. Proposing traffic signal as part of a new diamond interchange lacks long term vision for safety

and mobility along the corridor. All of the alternatives beginning with 5A use the diamond interchange.

Ray added that there are few options for adjusting the location of this interchange.

Linda Johns stated that the wetland compensation site is "off limits" to relocation, as far as she knows. Ray said that he would look into whether the wetland compensation site was off limits or could be impacted and wetlands replaced a second time. Mark Hasselmann said that it may come down to who owns the property. Linda thought that Maritime and Northeast Pipeline still owns it.

An audience member asked why Alternative 5B2E3K-1 was still being considered. Bill replied that the EPA wanted to see an alternative parallel to the existing utility corridor. It has not been dismissed at this time, although it has many impacts. The EPA would need to concur with dismissing it and this will be discussed at the mid-May interagency meeting.

Bill stated that the power point presentation was the core of the meeting's discussion material and asked the PAC what other questions they had. He noted that all of the Alternatives beginning with '5' accomplish similar functions and not all need to be considered further. Similarly the two alternatives beginning with '3' are similar to one another. It is in the best interest of all to narrow the range of alternatives being considered and the interagency meeting in May could determine if alternatives are dismissed from further consideration.

Ray said that the DEIS would be ready in late summer or fall 2009. He noted that this study is being handled under new regulations. The MaineDOT is sharing draft chapters of the DEIS with the regulatory agencies as they are developed, rather than submitting them as a single report. Bill estimated that the DEIS would be about 250 pages.

6. Review of Short-term Activities

Bill outlined the study team's remaining tasks over the short-term:

- Refine the 'skinny' diamond interchange, if any of the 5A alternatives are retained. If dismissed, no further work on this interchange would be done.
- Tabulate impacts to properties affected by the alternatives
- Estimate cost of construction
- Analyze crash reductions
- Analyze economic impacts
- Analyze noise impacts
- Revise permit application
- Updates the posters and release another newsletter, anticipated in late May 2009.

Ray said that the DEIS is 75-80 percent complete.

Linda asked how the cost of construction plays into the MaineDOT's decision. Ray said that the cost of construction would probably not play a big role. The alternatives in this study are relatively similar in length and earth-moving requirements with the exception of the two alternatives that connect to Route 9 to the west of Route 46. The most costly alternatives were dismissed earlier. Bill added that costs can't factor too much into the DOT's decision, as costs would change in final design. Ray noted that the impact to natural and human environments are the primary decision making factors. Bill added that until the highway is constructed, opportunities to reduce impact always exist.

Bill said that the posters in each town would be updated in late May and a press release or newsletter would be issued at the same time.

Linda asked for clarification on the 5A alternatives that end in -1 and -2. Bill referred her to the interactive map on the study website. John Butts said he had trouble viewing the map on Monday. Bill would look into it on Thursday.

John Bryant added that the alternative names are difficult to manage and asked if they could be simplified. Ray said that in the short term the names need to stay. Others have asked the same question. As the study reaches a conclusion on which alternatives should be carried forward, there should be an opportunity to rename them.

Charles Plummer asked for clarification on the selection of a preferred alternative a few years ago. Ray replied that the communities did have a preferred alternative, but that the federal regulatory and resource agencies requested more detailed analysis of a broader range of alternatives, such as is being prepared now.

7. Next Meeting and Anticipated Timeframe

Bill reminded the PAC that as this study resumed last year, the study team planned for six PAC meetings. This is the third meeting as scheduled.

The next meeting would be in the fall after the DEIS is circulated. Bill suggested that the next meeting take place before the public hearing to help the PAC understand what the document says and to answer questions. He noted that the public hearing tends to be scheduled toward the end of the public review period so that reviewers have time to read the document thoroughly before commenting.

Ray suggested that the PAC may want to submit a formal public comment at the public hearing. The next PAC meeting would provide an opportunity to prepare comments. He said that community consensus at this point, for or against any of the alternatives, can influence the DOT's decision.

Bill stated that after the public comments, both written comments and verbal testimony, the MaineDOT would review those comments and prepare written responses to them. The fifth PAC meeting, anticipated for late fall 2009 or winter 2010, would be used to share the comments and ask the PAC to help understanding the comments. The responses to the substantive comments would be distributed with the FEIS.

Bill stated that the FEIS is the document that states the recommended alternative and explains why that alternative was selected from all others.

Ray stated that the Record of Decision or ROD is the end product of the environmental impact process. Based on the schedule to date, MaineDOT anticipates a ROD in 2010. However, the Corps's determination on the Section 404 permit application may take additional time and may affect the overall schedule. MaineDOT would be hesitant to work on the FEIS until the Corps LEDPA decision as MaineDOT does not want to rework the FEIS.

Looking beyond the ROD, Bill stated that final design would take 2-3 years once started by MaineDOT. The permitting process would also take several years to complete. And construction would take another several years.

Ray reminded the PAC of Kat Fuller's attendance at the 2nd PAC meeting to talk about funding constraints. Since then, the MaineDOT has decided to commit a pot of money for completed studies, like the I-395/Route 9 Study. Some money is being set aside to follow through on the outcome of this study and others.

Bill asked the PAC again if there were questions and if they understood the process. They indicated they had no questions and understood the upcoming steps of the process.

Bill drew attention to the new T-intersection in Clifton on the north side. He said it affects two properties in Clifton, therefore the study team plans to discuss these impacts briefly in the DEIS. Linda Johns agreed to convey that intent to the town and property owners. Linda feels if MaineDOT provides the property owners the opportunity to ask questions prior to the public hearing it should not be an issue.

Ray stated that every property owner of affected property by the alternatives would receive a letter and a public hearing notice when the DEIS is printed and distributed.

Bill asked Joan Brooks about cemeteries noted in Eddington's comprehensive plan. Joan said that one had been expanded. He asked John Bryant if there were any cemetery changes in Holden. John replied that the cemetery on Clewleyville Road was expanded.

Joan Brooks added that one of the alternatives is shown in proximity to a cemetery. Bill agreed that the illustrations provided show close proximity. He assured her that the linework was drawn at a larger scale to avoid the cemetery.

Joan Brooks asked if the Eddington School was also avoided. Bill replied that the alternatives in the vicinity of the school have not changed. He advised her to review the DEIS carefully and make a public comment, if this area remains a concern.

An audience member asked if all graphics and presentation materials were on the study website. Bill said yes, including an interactive map of the alternatives.

Linda Johns asked if the 5A2E3K-1 could be dismissed due to its impacts. Ray said that federal regulatory and resource agency concurrence is needed. Bill noted that the alternative's alignment has shifted. The previous location required encasement of portions of the pipeline, which would come at a high expense. Shifting 5A2E3K-1 from the pipeline put it onto the compressor station.

Joan Brooks asked how safety is viewed in comparison to wetlands. Bill said that safety was defined at the beginning of the study as the elimination of crashes. Other aspects of safety certainly exist but were not part of the study's definition. As far the agencies are concerned, the DOT and FHWA define safety as the elimination of crashes.

Joan Brooks asked if the environmental impact process has to look at impacts to vernal pools. Bill said, yes, both significant and non-significant vernal pools. Data was acquired and plotted for the study analysis and shared with Brewer and Holden. It was not provided to Eddington since the town did not have a system to view the data. An audience member said that Eddington now has the capability to view the data and requested a copy of the data. Ray and Bill agreed to provide GIS data to the Town of Eddington.

John Bryant asked if the interagency meeting had been scheduled. Ray said that the meeting is scheduled for Tuesday, May 12th at 9am.

Jim Ring asked 1) if farmland impacts are included in the regulatory review, and 2) how residential impacts and proximity was factored into the process. Bill replied that the study team did look at land uses, including farmland. The Farmland Protection Policy Act of 1981 affords consideration and protection for active farmland and forested areas underlain by soils that could support agriculture. For this project the Farmland and farmland determination are documented in the DEIS but do not rise to the level of concern (a non-issue) for this study.

Bill continued. Proximity was part of the value system defined at the outset of the study. We developed metrics of 500 and 1000-foot buffers to tabulate the number of homes affected by each alternative. These metrics were used for siting the alternatives but aren't used as a part of the impacts assessment, since there is no regulation to enforce it.

Joan Brooks asked how wide the right-of-way is. Ray said that it varies. Where a controlled access design is used, the right-of-way would range from 250 to 300 feet and could be wider for large cuts and fills. Bill agreed that the 250 to 300 foot wide range was reasonable to expect. For the improved Route 46, easements would be acquired for grading on private property.

Linda Johns asked for clarification on how the wetland impacts are tabulated. Bill replied that the DEIS calculates the impacts for the full buildout, i.e. the four lane highway. However, for the Section 404 Permit application, only the impacts for the two lane facility are used. Ray said that the Corps previously asked for the total impacts but now advises only reporting the short term impacts. Linda said for the permit purpose this scenario makes sense but it seems short-sighted for planning purposes. Mark Hasselmann added that the difference between the two and four lane impacts would be shown in the DEIS and that the indirect and cumulative sections of the document will account for the 2 versus 4 lane difference. Bill added that the wetland impacts shown in the tables are four lane impacts plus an indirect impact estimated as a 25-foot buffer.

An audience member asked for clarification on the use of the term shrub in multiple tables. Bill replied that one table shows shrub as a land use/land cover. The other shows shrub as a wetland type.

8. **Questions from the Public**

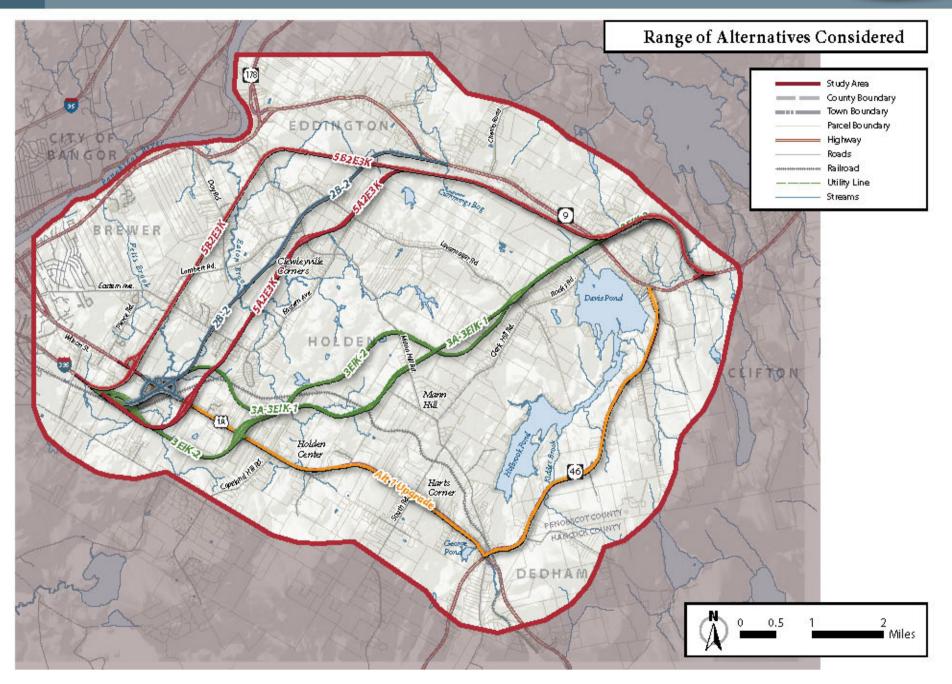
An audience member asked if the number of alternatives had increased as a result of the connectors. Bill replied that, yes, there are two new 5A alternatives as a result of the connectors. He asked if the website shows them all. Bill said that the map of alternatives on the website shows all nine alternatives.

At 9:00pm, Ray thanked everyone for their attention and dismissed the meeting.

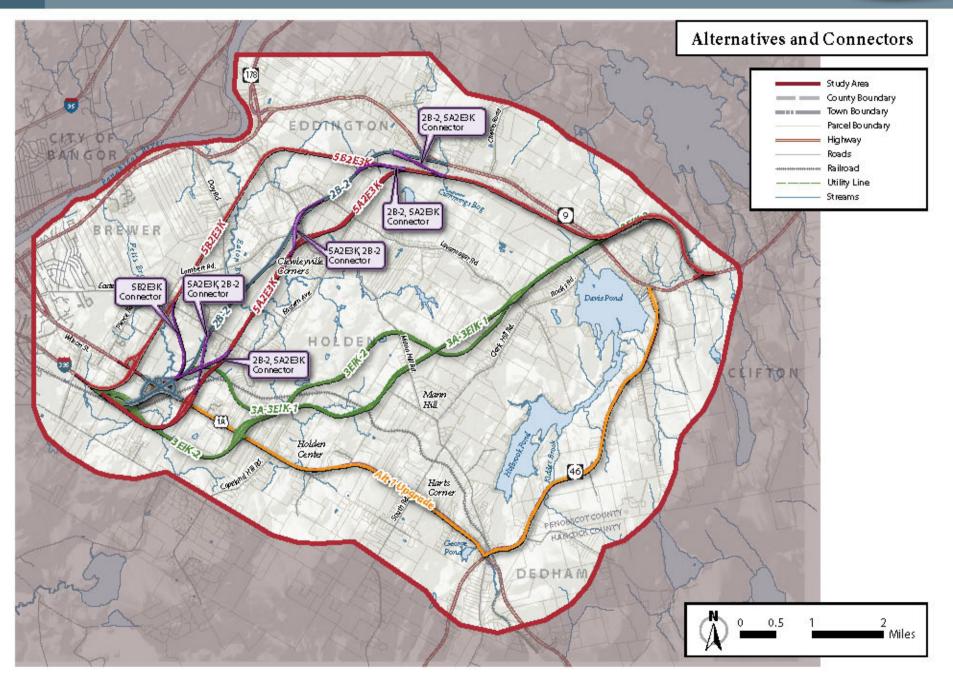
Action Items/Follow-ups

- 1. Provide GIS data to the Town of Eddington.
- 2. Verify the easy operation of the interactive map showing the range of alternatives.

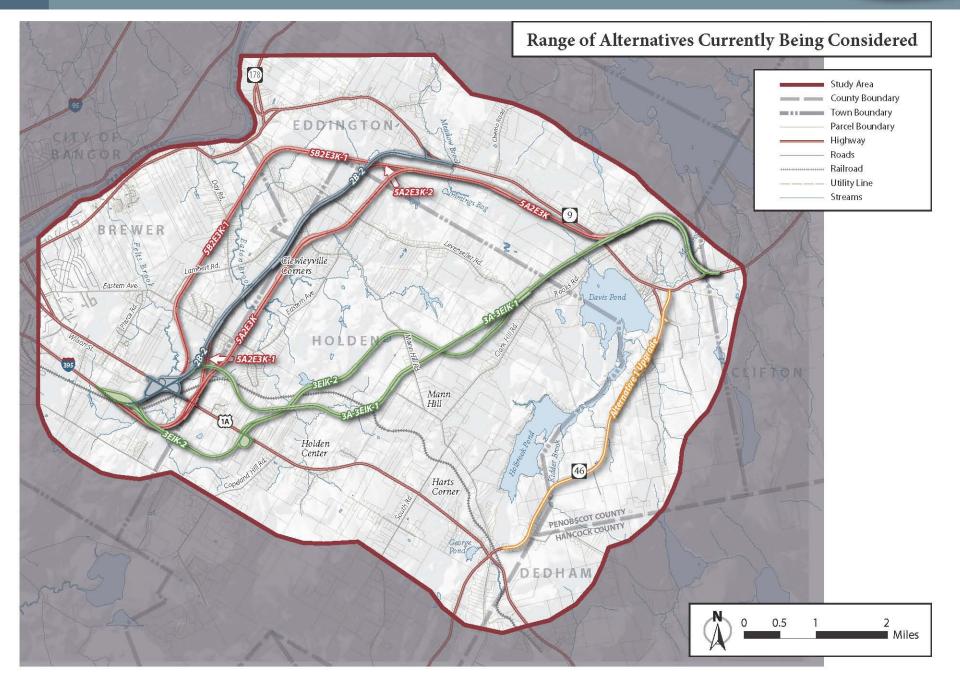














5B2E3K Connector – Retained for further study, 5B2E3K was dismissed

5B2E3K has 7 acres more wetlands impacts, displaces 7 more businesses

2B-2 to 5A2E3K Connectors – Dismissed, Retain 2B-2

 2B-2 to 5A2E3K Connectors have 20-32 acres more impact to wetlands, 4-8 acres more impacts to floodplains, and 5-7 more residences displaced than 2B-2

5A2E3K to 2B-2 Connectors – 5A2E3K-1 and 5A2E3K-2

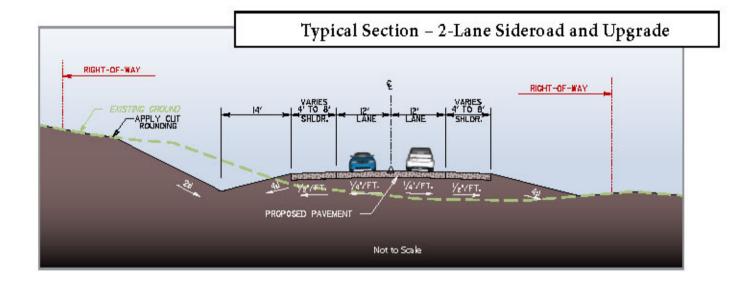
 5A2E3K-1 does not displace Brookfield Estates Phase I and II like other connectors and 5A2E3K-2 impacts less habitat than the other connectors



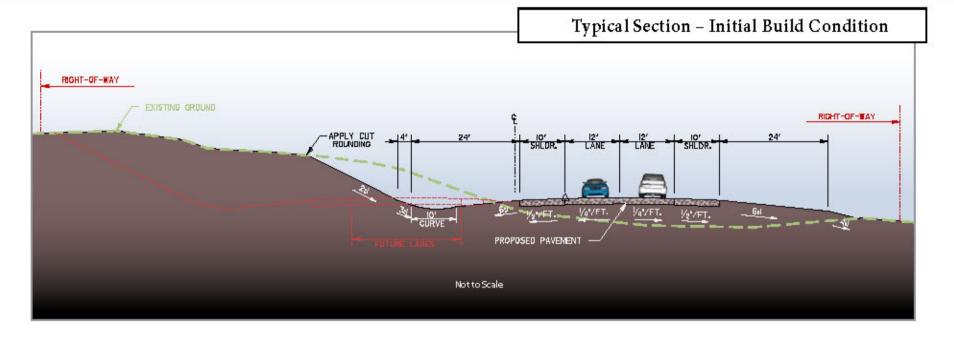
Purpose and Needs Matrix

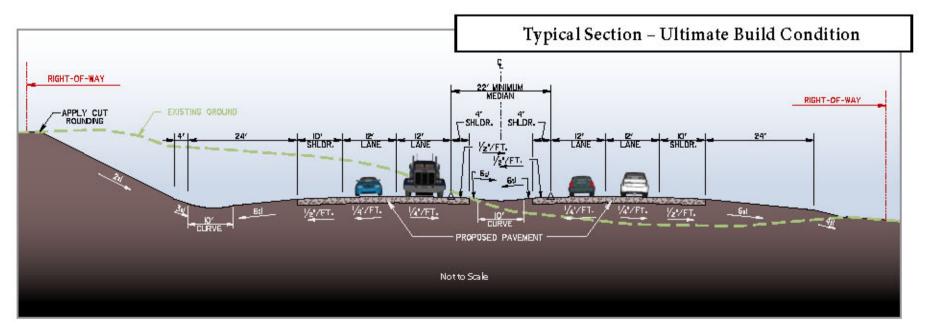
Alternatives	Meets Pu	ırpose		Meets Needs			
	Study Purpose	USACE Purpose	System Linkage	Safety Concerns	Traffic Congestion		
No-Build	No	No	No	No	No		
Alternative 1-Upgrade	No	No	No	No	No		
2B-2	No	No	No	Yes	No		
3A-3EIK-1	Yes	Yes	Yes	Yes	Yes		
3EIK-2	Yes	Yes	Yes	Yes	Yes		
5A2E3K	Yes	Yes	Yes	Yes	Yes		
5A2E3K-1	No	No	No	Yes	No		
5A2E3K-2	Yes	Yes	Yes	Yes	Yes		
5B2E3K-1	Yes	Yes	Yes	Yes	Yes		



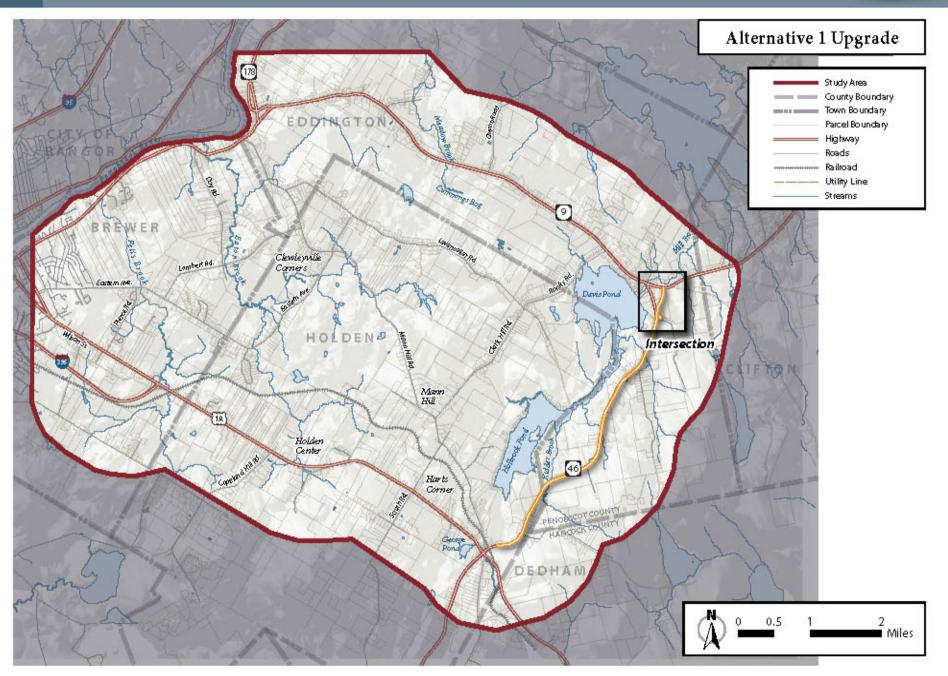




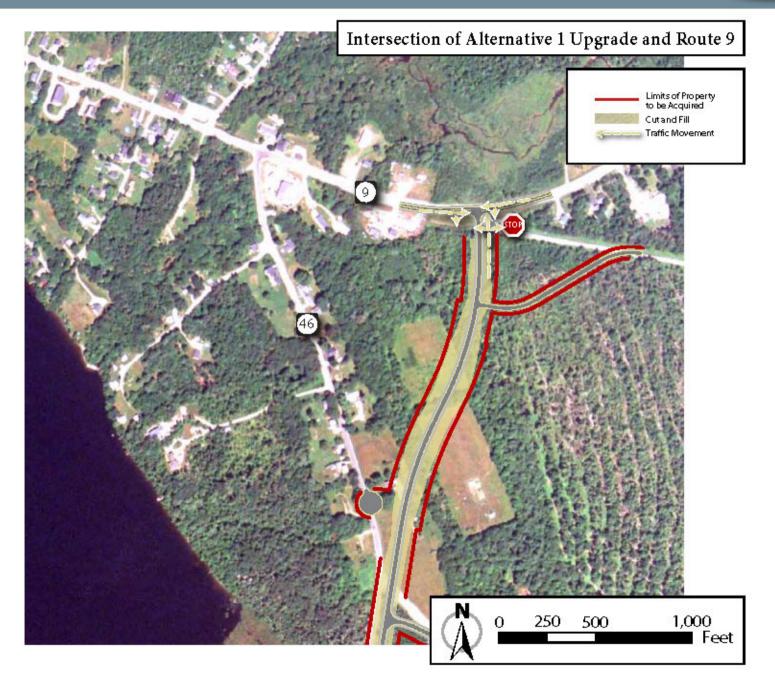




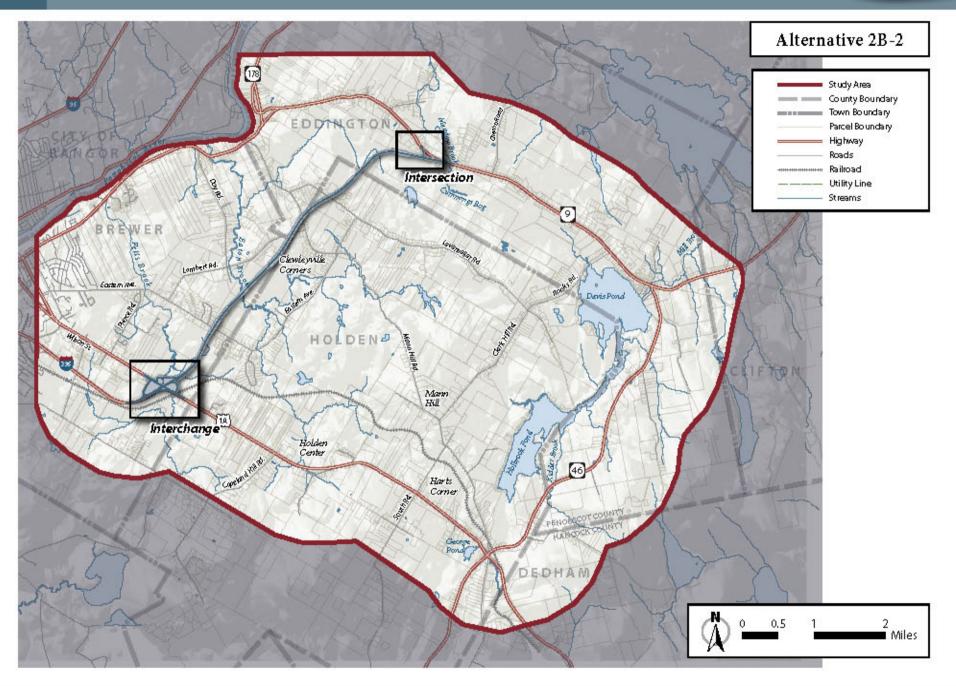




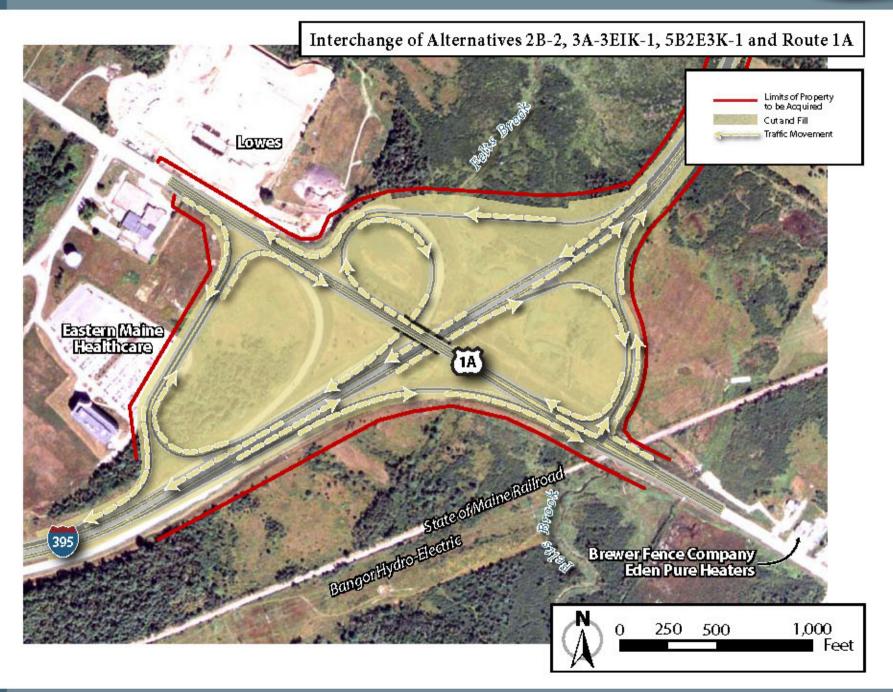




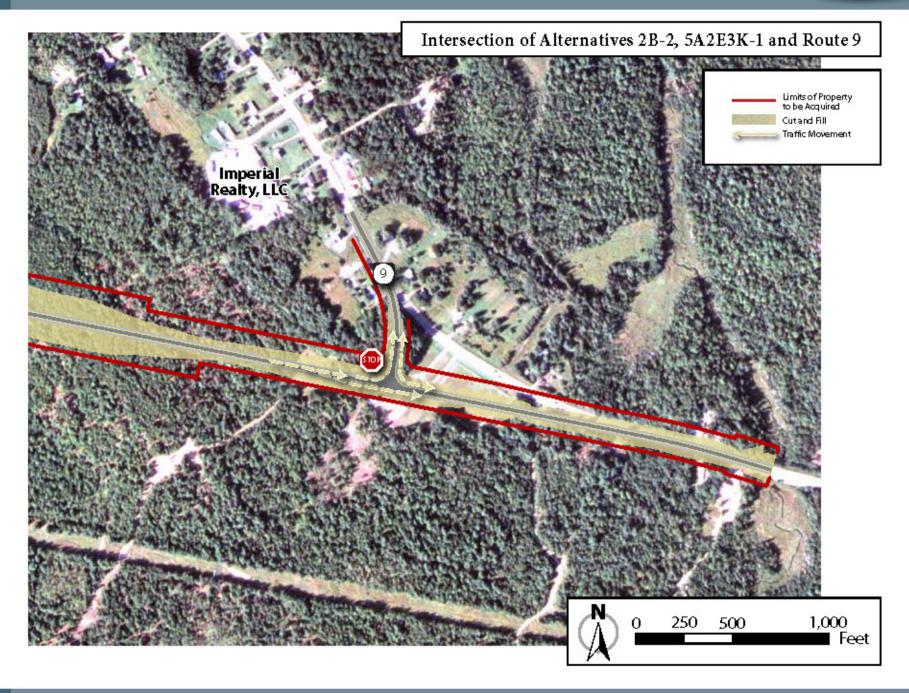




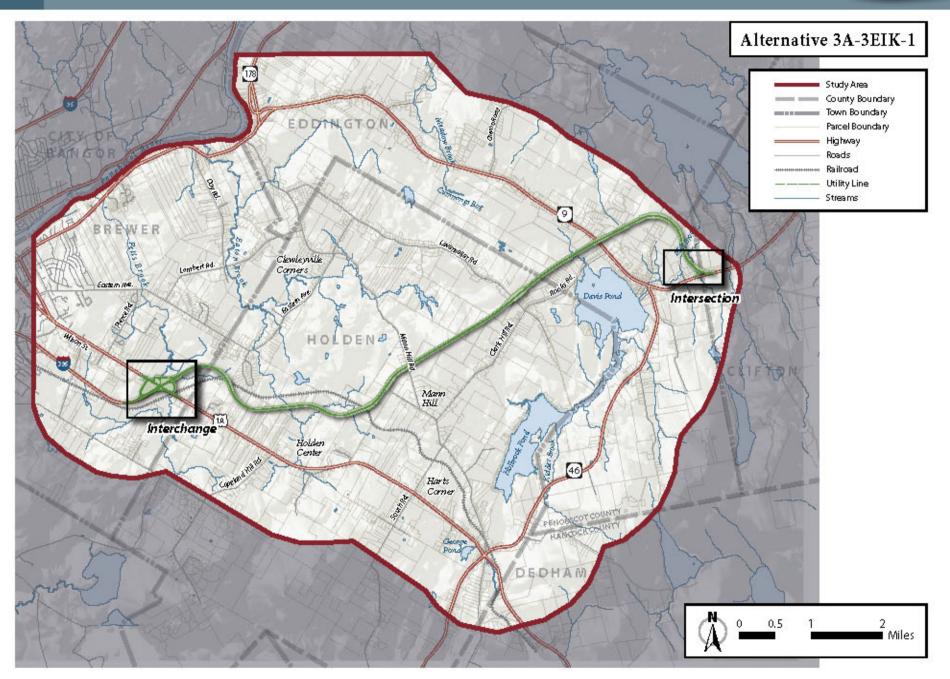




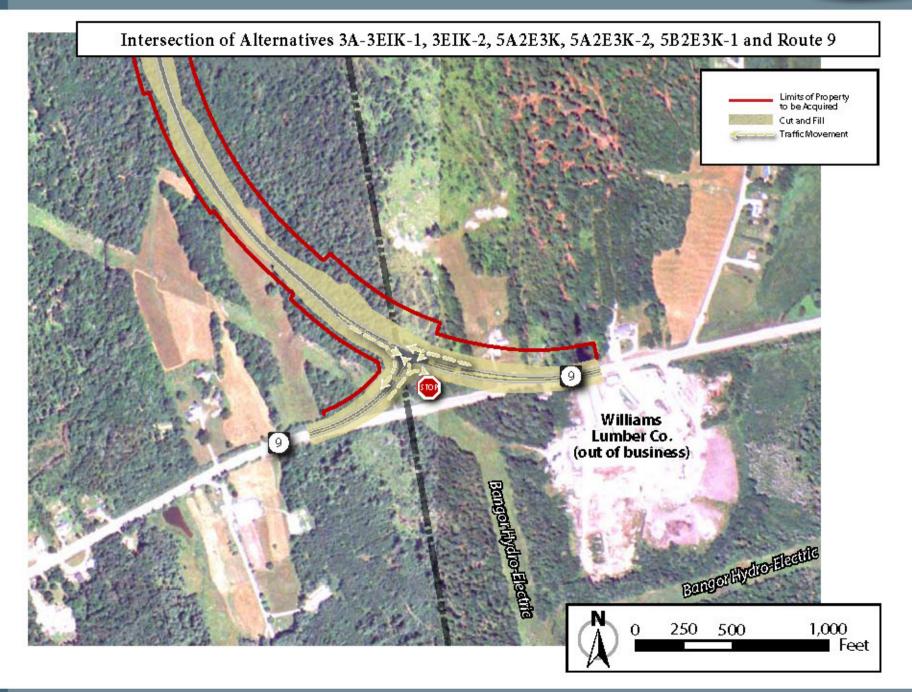




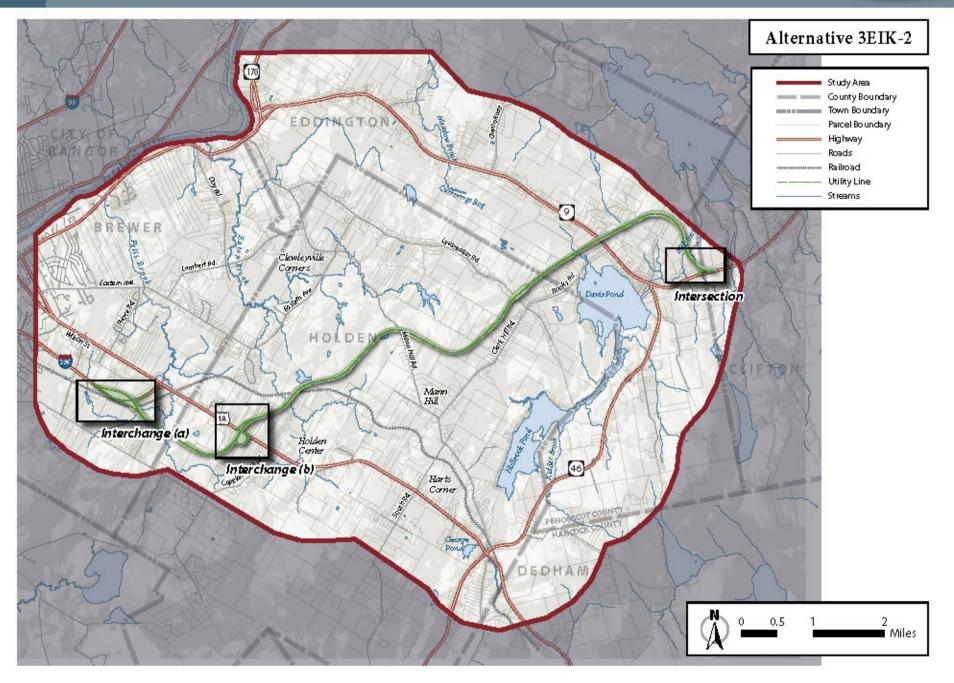




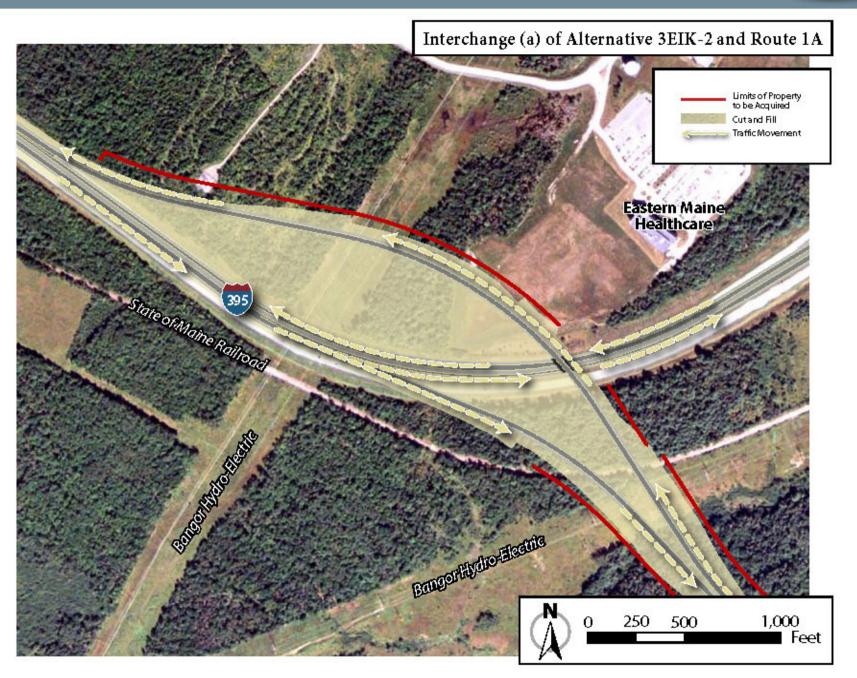




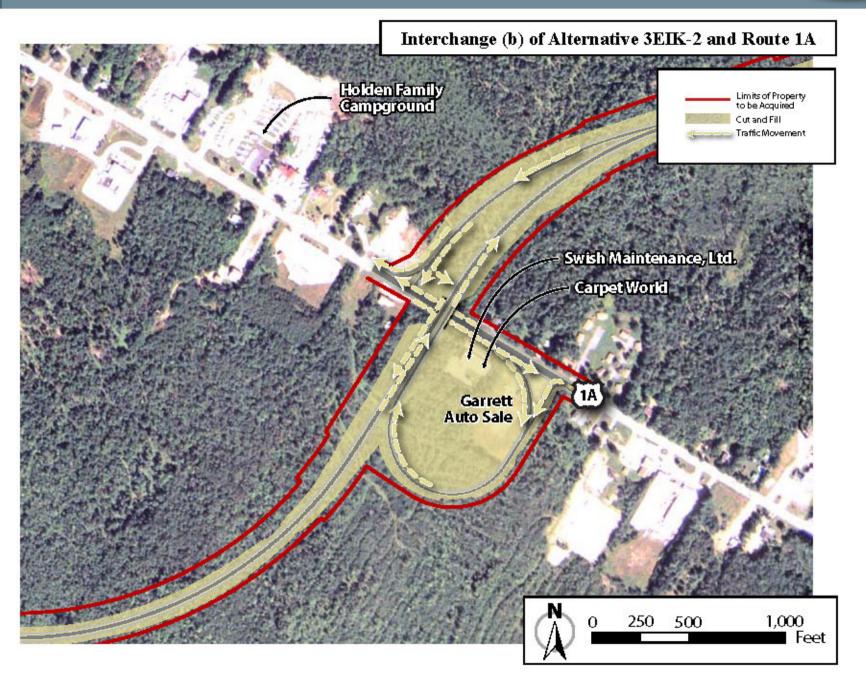




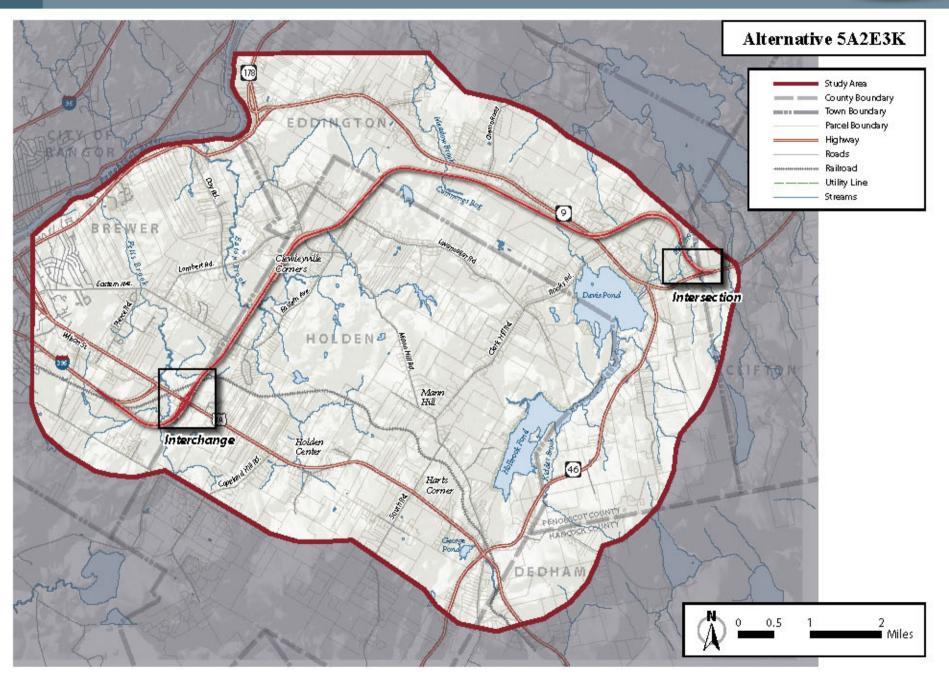




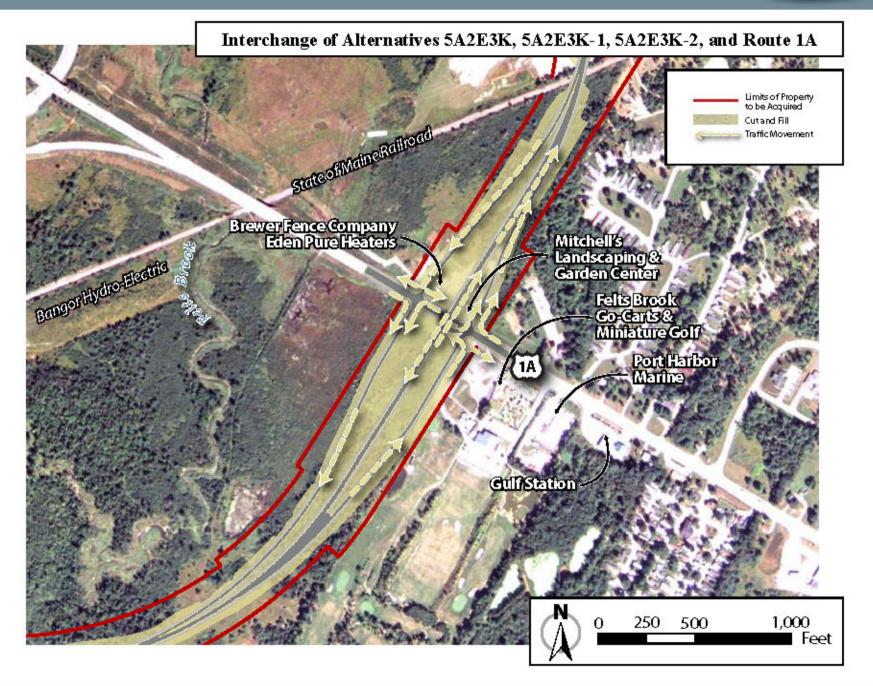




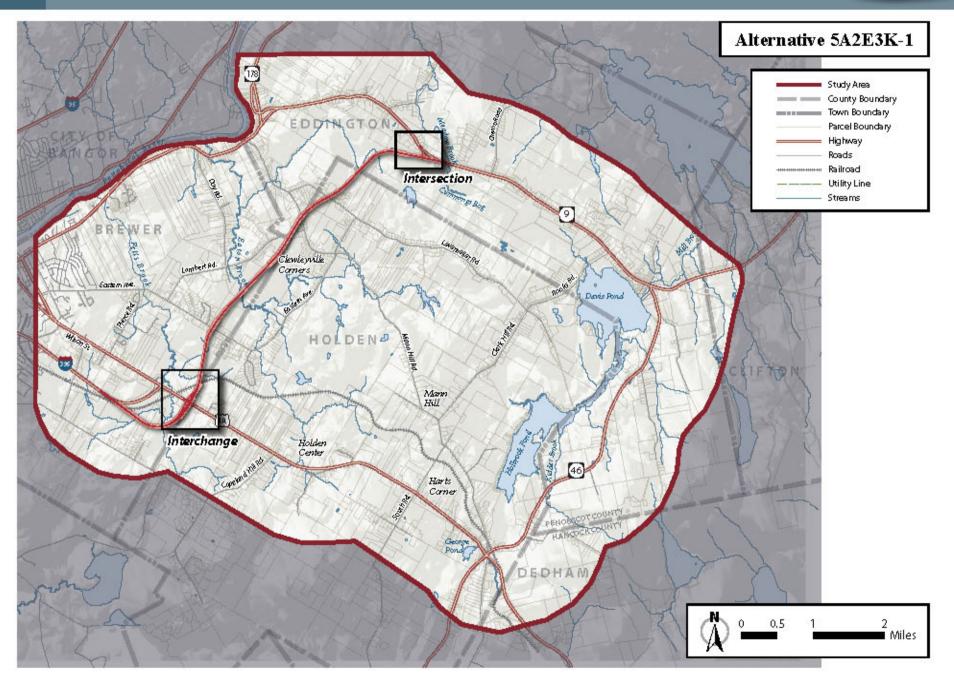




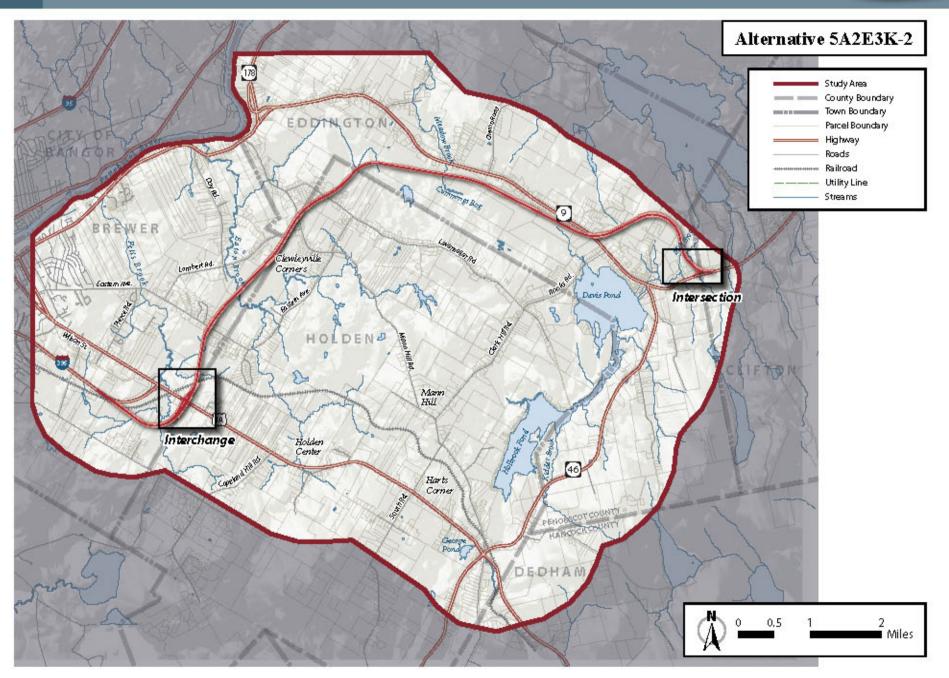




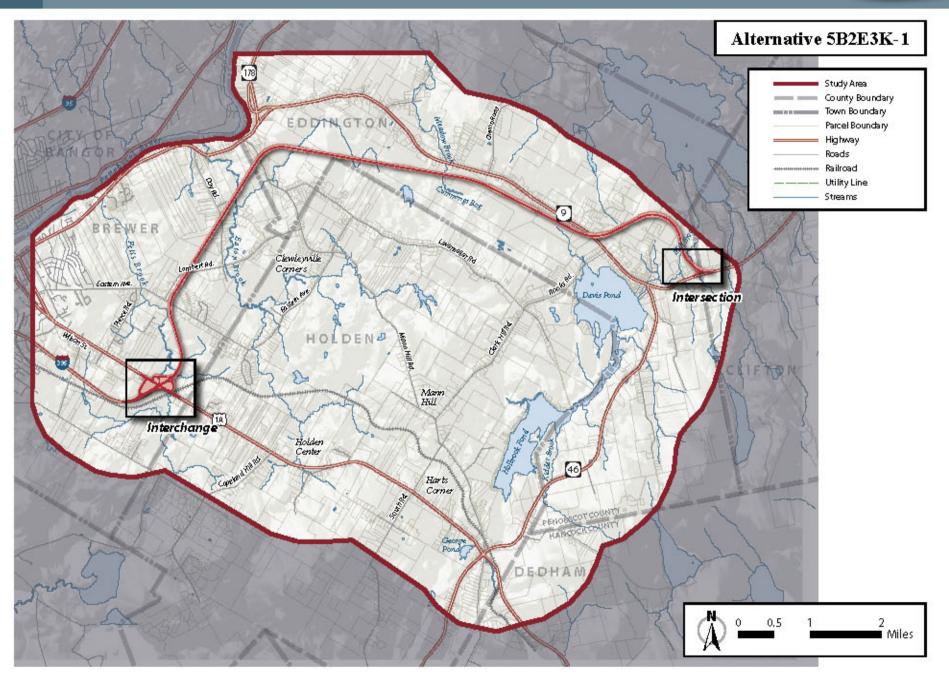














Impacts to Land Use (acres)

	Residential	Commercial	Agricultural	Transportation, Communications, Utilities	Mowed Grass	Shrub	Forest	Surface Water	Total
No-Build	-	2 3	(-	-	-	94	*	100	-
Alternative 1 Upgrade	1	0	8	2	0.5	0.5	13	0	25
2B-2*	4	0.5	14	5	7	15.5	62.5	0.5	109
3A-3EIK-1	5	0.5	7	5	5	17.5	146.5	0.5	187
3EIK-2	4	2	5	7	6	8	168	0	200
5A2E3K	10	3	25	9	6	24	137.5	0.5	215
5A2E3K-1*	5	4	15	7	6	21	72.5	0.5	131
5A2E3K-2	10	4	15	8	9	23	140	0	209
5B2E3K-1	12	0.5	18	12	8	25	124	0.5	200

^{*}Note: Does not satisfy the long-term system linkage need that is satisfied by other study alternatives.



Displacements

Alternative	Residences	Businesses
Alternative 1 Upgrade	8	(H)
2B-2*	10	(-)
3A-3EIK-1	7	576
3EIK-2	3	Garrett's Auto Sale, Swish Maintenance, Ltd., Carpet World
5A2E3K	9	Brewer Fence Company, Eden Pure Heaters,
5A2E3K-1*	8	and Mitchell's Landscaping and Garden
5A2E3K-2	10	Center
5B2E3K-1	10	Bangor Electric Co. Building, and Maritimes and Northeast Pipeline LLC c/o Duke Energy Compressor Station

^{*}Note: Does not satisfy the long-term system linkage need that is satisfied by other study alternatives.

Impacts to Streams, Wetlands, and Floodplains

	Streams (in feet)	Wetlands (in acres)	Floodplains (in acres)
No-Build	17	970	78
Alternative 1 Upgrade	-	7	2
2B-2*	850	48	20
3A-3EIK-1	1,730	69	32
3EIK-2	1,510	57	11
5A2E3K	1,070	80	7
5A2E3K-1*	800	45	8
5A2E3K-2	1,260	76	6
5B2E3K-1	2,230	81	24

^{*}Note: Does not satisfy the long-term system linkage need that is satisfied by other study alternatives.



Next Steps...

- DEIS/Section 404 Permit Application –
 Late Summer / Fall 2009
- Public Hearing
- Public Comments
- FEIS/Section 404 Permit Application
- ROD

- Final Engineering Design
- Complete Applications/Receive Permits
- Construction