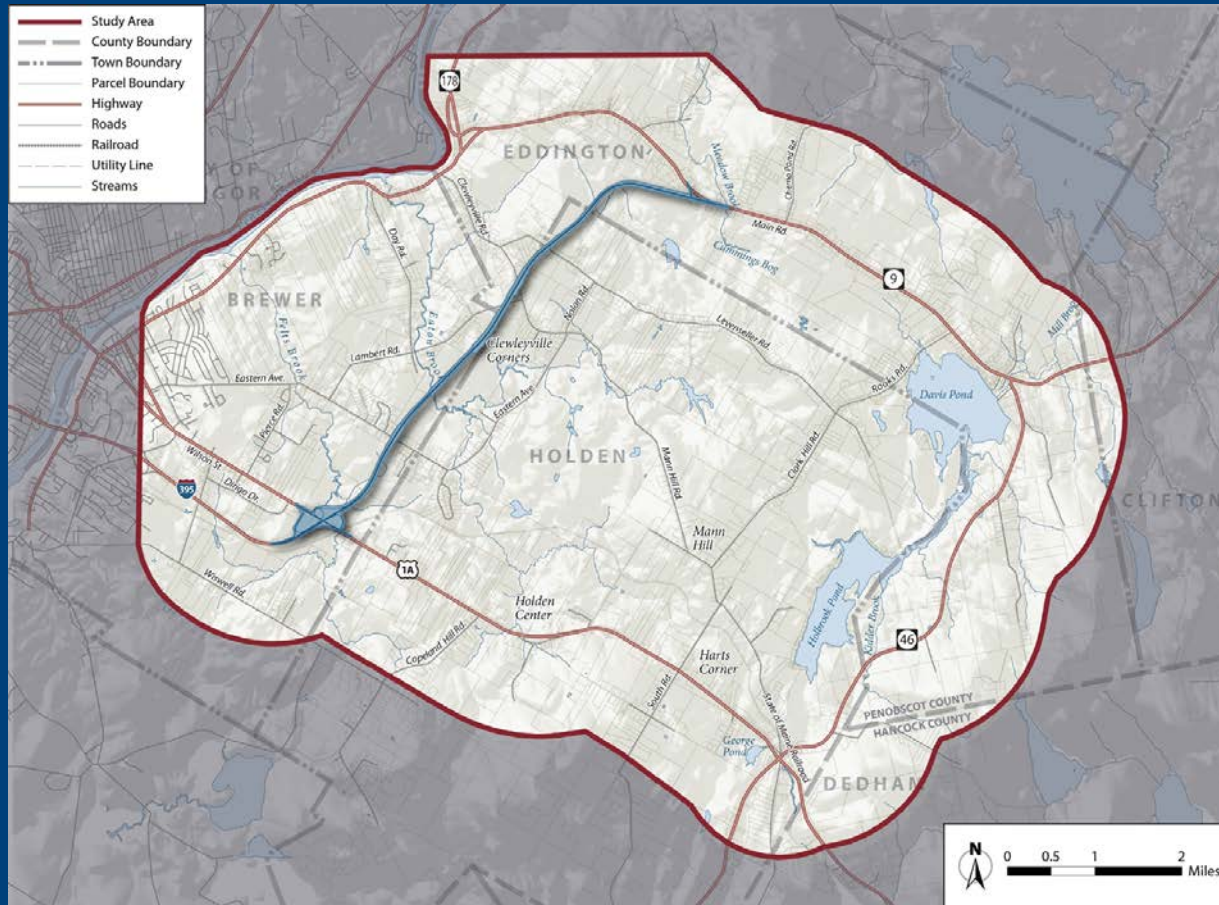


# I-395/Route 9 Connector



Public Informational Meeting  
July 20, 2016

# Purpose of Meeting

- Explain Study Background
- Explain what the recent issuance of the Record of Decision (ROD) by the Federal Highway Administration (FHWA) means
- Explain Next Steps and Future Process

# Agenda

- Presentation
  - Study Background
    - Regulations
    - History
  - Record of Decision
  - Next Steps
- Questions and Answers
  - Please sign in if you would like to speak or ask a question

# Regulations - NEPA

## National Environmental Policy (NEPA)

- Federal Regulation established in 1970
- Seeks to balance environmental concerns with social, economic, and other requirements
- Required of all Federal Actions
- Administered by Lead Federal Agency (FHWA)
  - **Categorical Exclusion (CE)**
  - **Environmental Assessment (EA)**
  - **Environmental Impact Statement (EIS)**

# Regulations - NEPA

- Categorical Exclusion (CE)
  - Projects/Activities with no significant impact based on scope
  - No or minimal documentation
- Environmental Assessment (EA)
  - If significance of impacts are uncertain
  - Can become Finding of No Significant Impact (FONSI) or be elevated to a EIS
- Environmental Impact Statement (EIS)
  - Major federal actions that significantly affect the environment

# Regulations - Section 404 of the Clean Water Act

- For projects involving fill in waters/wetlands
  - Administered by US Army Corps of Engineers (USACE)
  - Merger of NEPA/Section 404
    - **Streamlined decision-making**
  - Must select Least Environmentally Damaging Practicable Alternative (LEDPA)
    - **Wetland/Waters focused**
  - Ultimate decision is a wetland permit

# Regulations - Section 404 of the Clean Water Act

- Both NEPA and Section 404 involve:
  - Evaluation of Alternatives
  - Assessment of Impacts
  - Balancing of impacts and project need
  - Purpose and Need (NEPA), Basic Project Purpose (USACE/Section 404)

# Purpose and Need (NEPA)

1. Identify a section of the National Highway System (NHS) in Maine from I-395 in Brewer to Route 9 in Eddington to be constructed;
2. Improve regional system linkage;
3. improve safety on Routes 1A and 46; and
4. improve the current and future flow of traffic and shipment of goods to the interstate system.

Poor system linkage is that vehicles currently travel through the study area from I-395 to Route 9 generally proceed from I-395 to Route 1A, Route 46, and Route 9 – a path with abrupt transitions in travel speed, roadway geometry, and capacity.










# USACE/Section 404

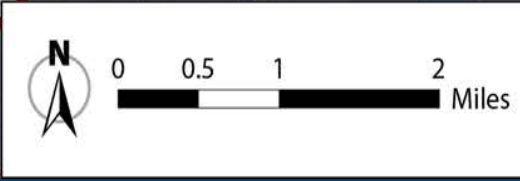
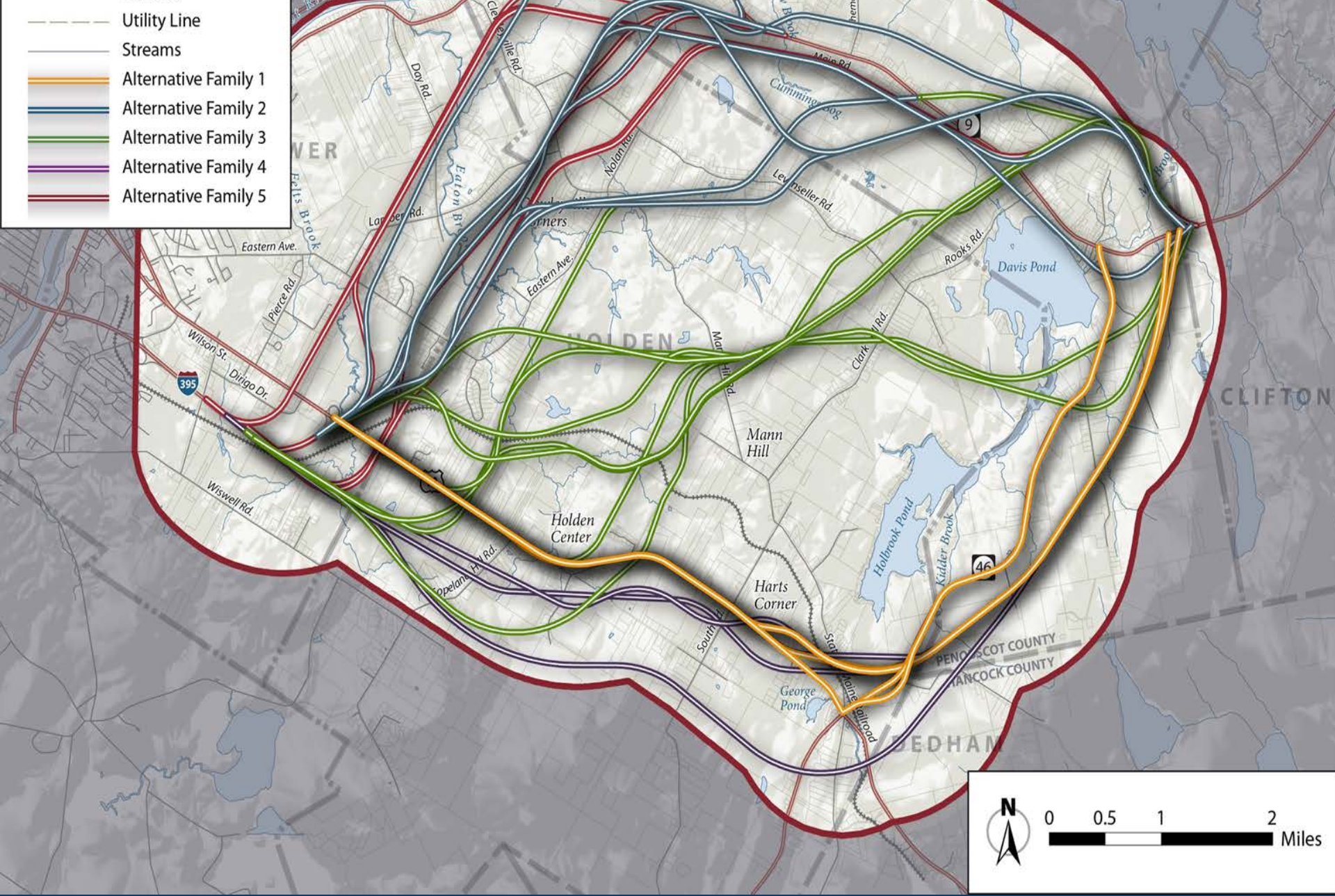
## Basic Project Purpose

To provide for the safe and efficient flow of east-west traffic and shipment of goods from Brewer (I-395) to Eddington (Route 9), Maine for current and projected traffic volumes

# Study Background

- Study began in 2000 as an EA under NEPA
- A Public Advisory Committee (PAC) was formed and numerous meetings were held between 2001 and 2003
  - At that time Alternative 3EIK-2 and the No Build were retained for more detailed analysis
- In 2005, based on environmental concerns, the study was elevated to an EIS
  - This restarted the analysis and review
- Additional data gathering/review was conducted for the EIS

-  Utility Line
-  Streams
-  Alternative Family 1
-  Alternative Family 2
-  Alternative Family 3
-  Alternative Family 4
-  Alternative Family 5



# Study Background

- In April 2009 the PAC suggested dismissing alternatives that:
  1. did not meet purpose and need,
  2. were duplicative, or
  3. had greater environmental impacts than other alternatives.

At that point it was suggested that Alternative 2B-2 did not meet the Purpose and Need because it did not meet the system linkage and traffic flow sections



# Study Background








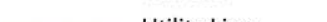

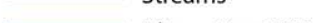
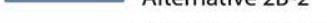

- In the Spring of 2009, based on the greater environmental impacts with the central alternatives, the federal agencies requested that Alternative 2B-2 be reconsidered
- In 2009 and 2010 MaineDOT reexamined in greater detail the system linkage and traffic flow for Route 9 including reviewing the geometry and capacity of Route 9, existing and future traffic and safety, system continuity, and areas of congestion

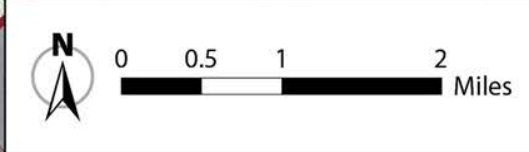
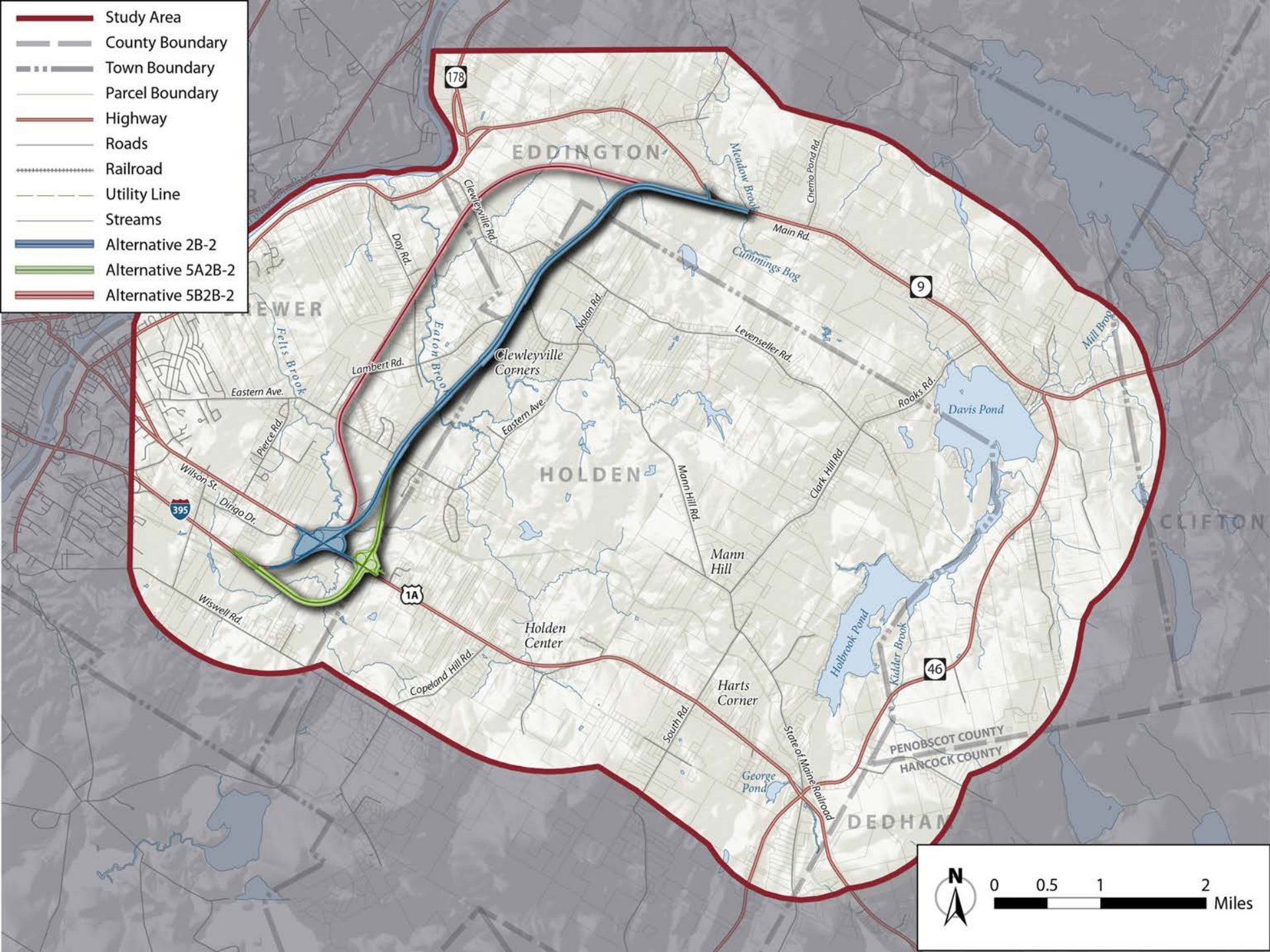
# Study Background

- MaineDOT Traffic Analysis determined that Route 9 met system linkage and could reasonably accommodate the future traffic volumes for the next 20 years without any additional improvements
  - Additional analysis of traffic projections for all traffic and truck traffic was completed in 2016 to verify
- It was determined at that time in 2010 that Alternative 2B-2 met system linkage and traffic flow and therefore met Purpose and Need

# Study Background

- In December 2010, MaineDOT and the agencies identified four alternatives for final consideration:
  - No Build
  - Alternative 2B-2
  - Alternative 5A2B-2
  - Alternative 5B2B-2
- In October 2011, MaineDOT and the agencies identified Alternative 2B-2 as the Preferred Alternative

-  Study Area
-  County Boundary
-  Town Boundary
-  Parcel Boundary
-  Highway
-  Roads
-  Railroad
-  Utility Line
-  Streams
-  Alternative 2B-2
-  Alternative 5A2B-2
-  Alternative 5B2B-2





# Study Background

- In March of 2012 the Draft Environmental Impact Statement (DEIS) was published
- In April and May 2012 two Open Houses and A Formal Public Hearing was held on the DEIS
- In July of 2013 the USACE issued their determination that Alternative 2B-2 was the LEDPA

# Study Background

- In November of 2013 the US Fish and Wildlife Service (USFWS) requested additional consultation based on the proposed listing of the Northern Long Eared Bat
- In January of 2015, the Final Environmental Impact Statement (FEIS) was completed

# Study Background

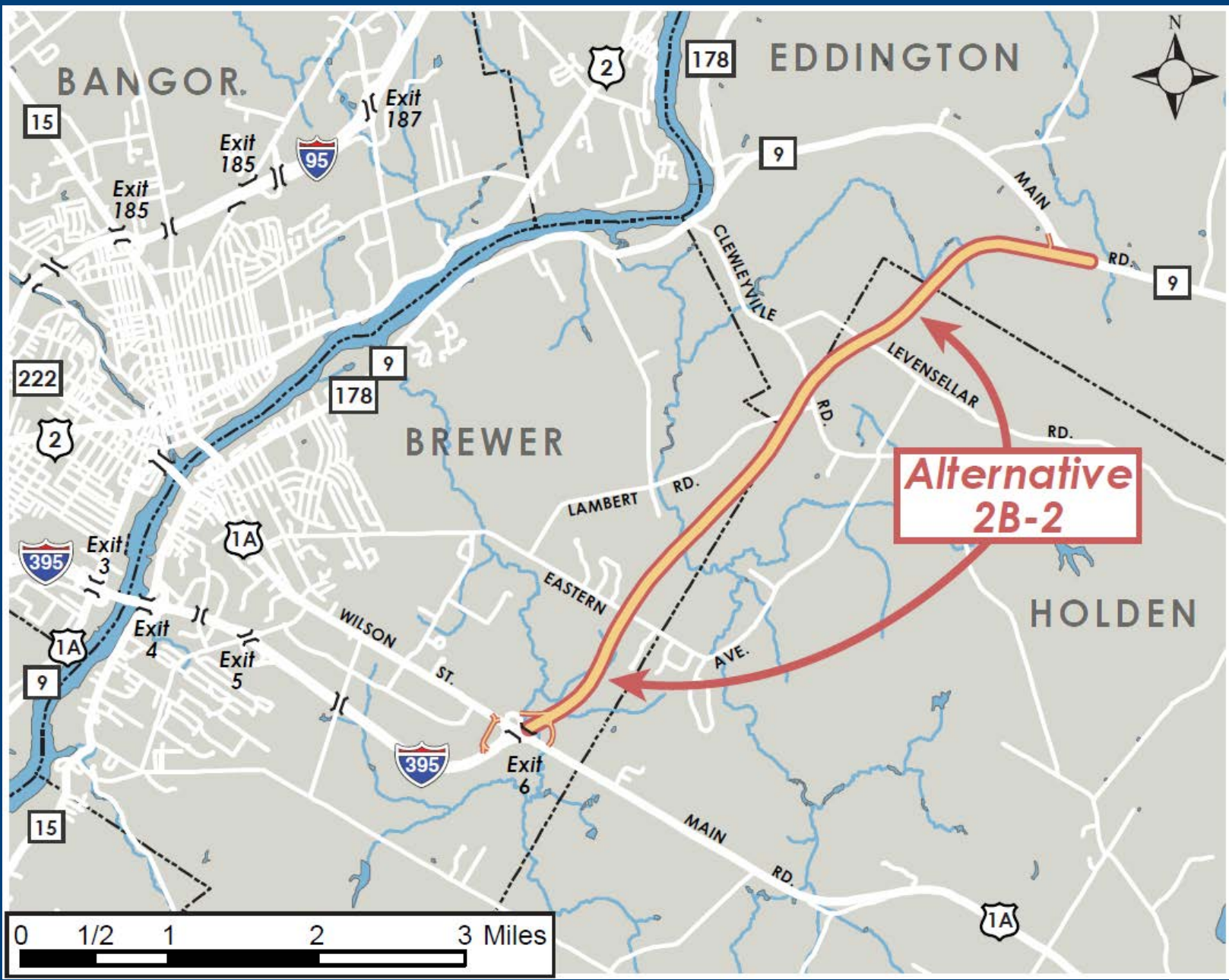
- On June 23, 2016, FHWA issued the Record of Decision
  - Included Re-evaluation of the FEIS
    - **Based on comments received**
    - **ESA for Northern Long Eared Bat**
    - **Corrections/Clarifications**

# Record of Decision

- Final Step of NEPA Process
  - Decision by the Lead Federal Agency
  - Determines the alternative to be selected, designed, and built

“Alternative 2B-2, described in the DEIS and FEIS, as the preferred alternative, is identified as the environmentally preferred alternative and selected as the build alternative.”

- Allows MaineDOT to begin Final Design and the Right-of-Way Process



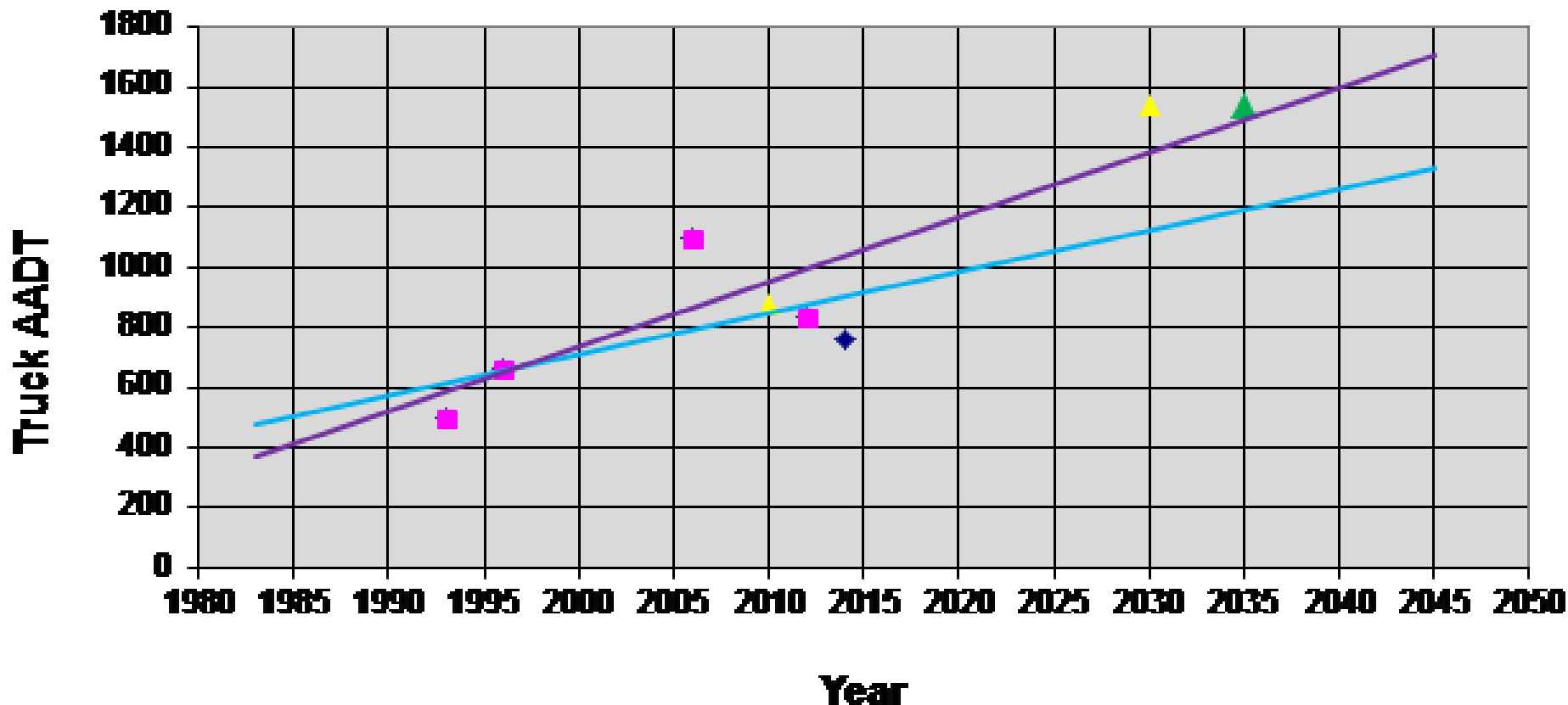
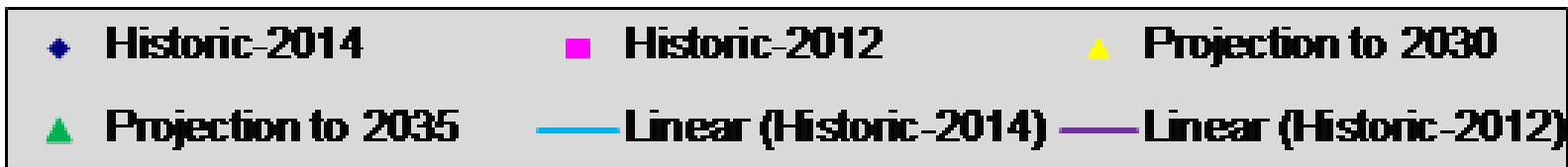
# Truck Traffic

- Recent concerns have been raised over truck traffic projections
- The 2008 recession affected truck traffic in the years that followed, recent mill closures also affected overall truck traffic
- Recent data shows a low point in 2014, but still significantly higher than the volumes in the 1990's

# Truck Traffic

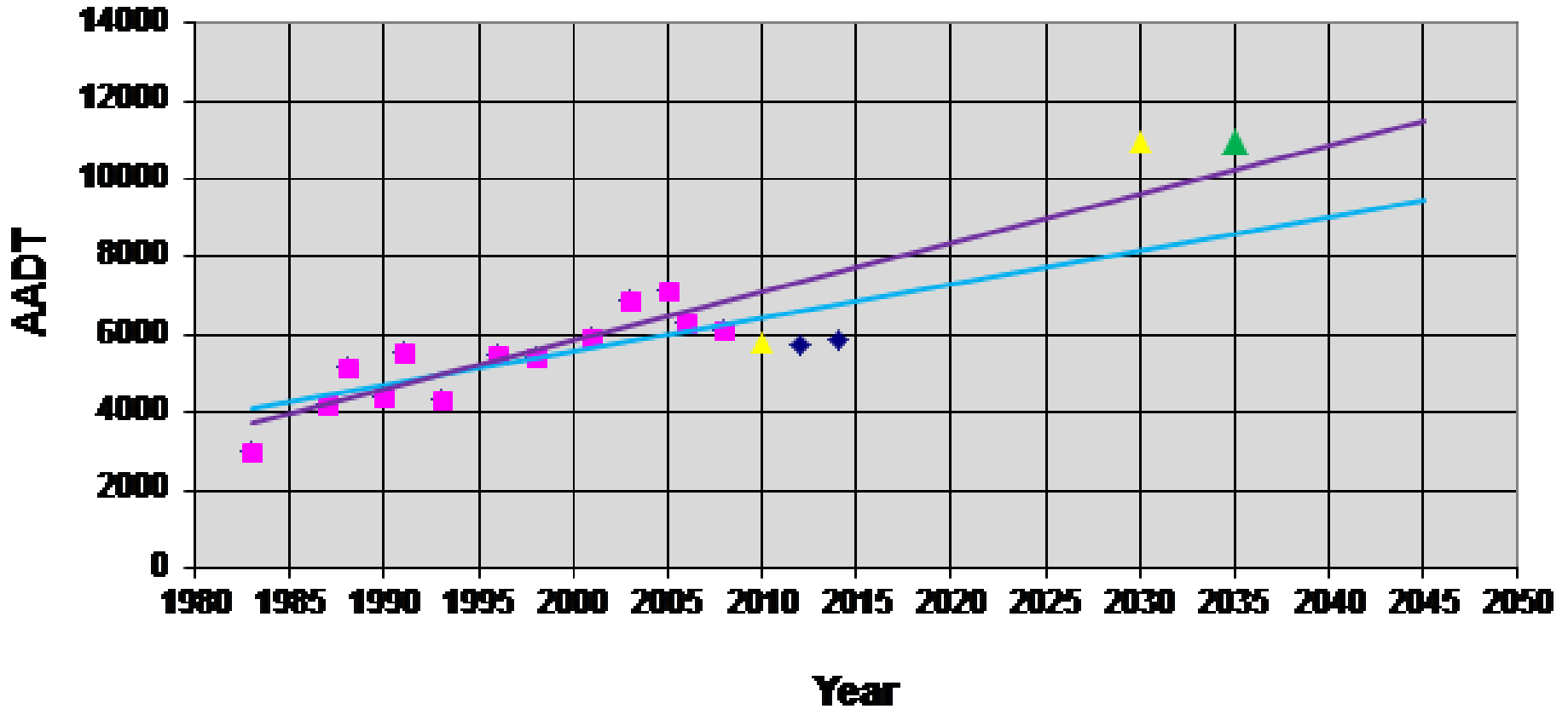
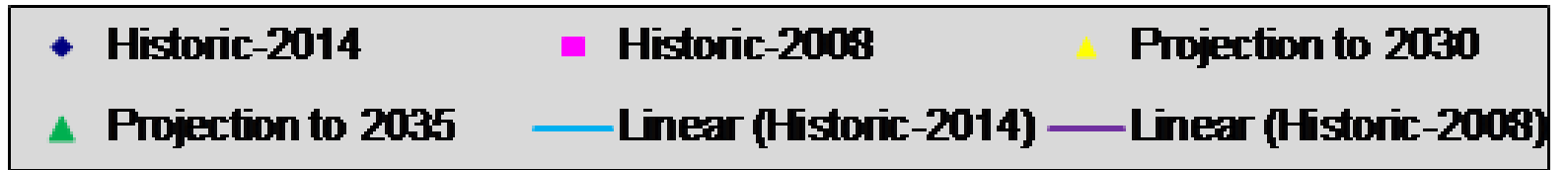
- More recent 2015 counts showed a 6% increase and upturn in truck traffic over the 2014 counts
- The truck traffic on Route 9 is made up of a mix of diverse commercial and industrial activities, and not dependent on the fortunes of a single industry

# Route 9 east of Route 46





# Route 9 east of Route 46



# Tentative Schedule

Survey	2016/2017
Preliminary Design	2017/2018
Preliminary Public Meeting	2017/2018
Final Design	2018/2020
Final Public Meeting	2019/2020
Construction Begin	2021/2022
Open to Traffic	2023/2025

# Property Acquisition

- MaineDOT works to minimize property acquisitions
- To protect landowners we perform acquisitions in accordance with:
  - Uniform Relocation Assistance and Real property Acquisition Act
  - Civil Rights Act of 1964
- Process is explained in MaineDOT's *A Landowner's Guide to the Acquisition Process*

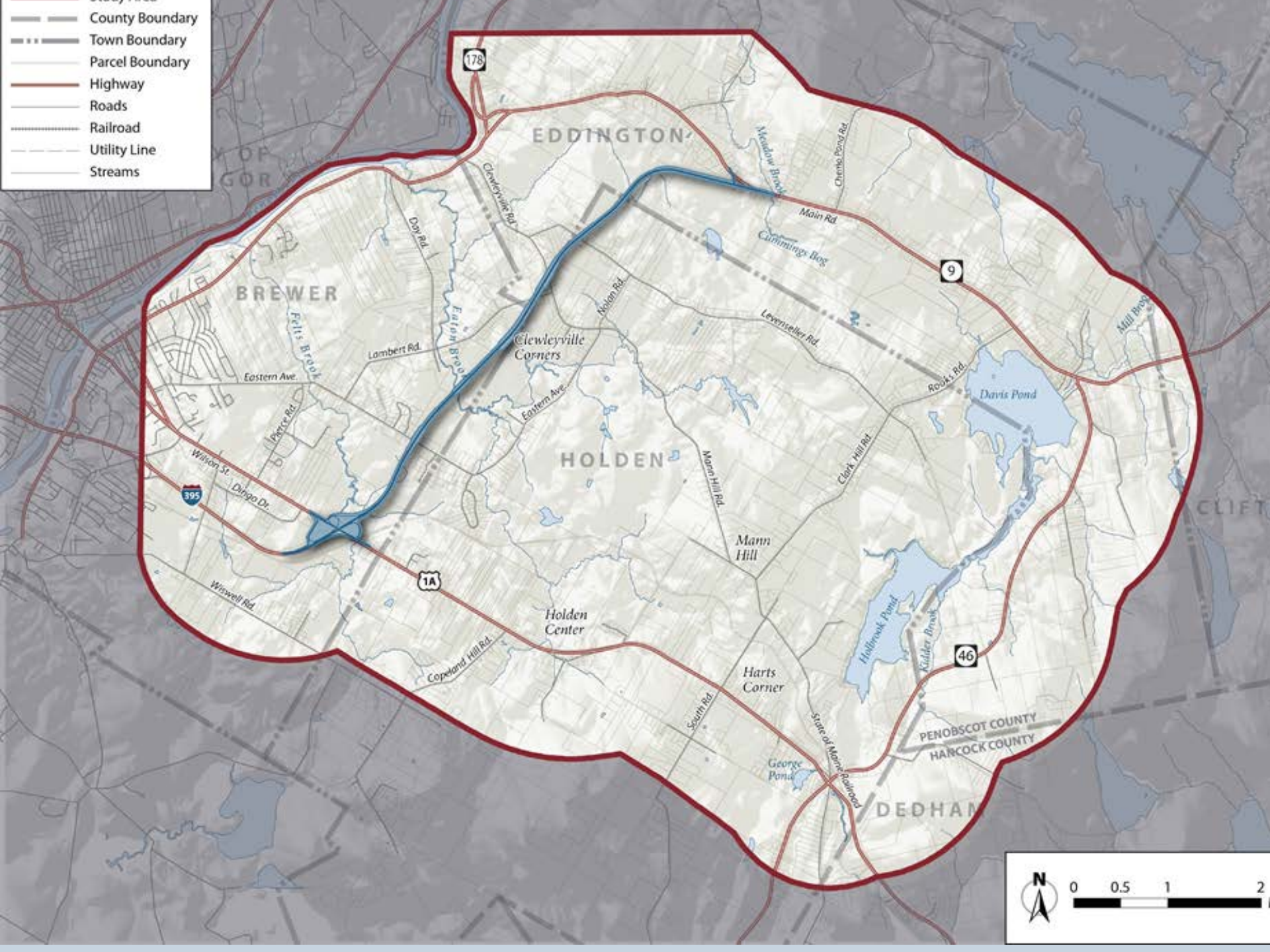
# Property Acquisition

- When a property, or a portion of a property, is needed:
  - A market assessment is performed
  - Resources are available without discrimination
  - MaineDOT provides “just compensation”

# Property Acquisition

- If landowners believe the offer for their property is unfair, an appeals process exists
- As the design process progresses and we know more about impacts to properties those landowners will be contacted

-  County Boundary
-  Town Boundary
-  Parcel Boundary
-  Highway
-  Roads
-  Railroad
-  Utility Line
-  Streams



Eastern Ave.

W. 1st St.

Dingo Dr.

W. 2nd St.





Lambert Rd

Clewleyville  
Corners

COWARD AVE

H O





1200 ft

Lambert Rd

Eaton Bros

Clewleyville  
Corners

Cotton Ave

Mason Rd

HOLDEN

# EDDINGTON



# Tentative Schedule

## Preliminary Public Meeting 2017/2018

- Meeting to show plans after some initial design work
- More detailed than the current Planning Level alignment
- Will give a better indication of proposed impacts
- Additional detail on property impacts

# Tentative Schedule

Final Public Meeting                      2019/2020

- Show plans based on changes and additional design work
- Design and impacts are essentially set at this time
- Property impacts would be essentially known but not finalized until after the Final Public Meeting

# Questions

- Will address any questions
  - Focus on questions moving forward
- We will be available after the meeting to address individual questions