

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.

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Comparison of Alternatives Retained for Continued Study and Their Ability to Meet the Study Purpose and Needs February 2002

Alternative	Satisfy Purpose?	Satisfy Needs?			Comments
		System Linkage ¹	Safety	Traffic Congestion	
No-build	No	No	No	No	<ul style="list-style-type: none"> To be retained for detailed analysis
1	Yes	No	Yes	Yes	<ul style="list-style-type: none"> Does not provide a limited access facility between I-395 and Route 9
1-4B	Yes	Partially	Yes	Yes	<ul style="list-style-type: none"> Does not provide a full limited access facility between I-395 and Route 9
2B	Yes	Partially	Yes	Yes	<ul style="list-style-type: none"> Does not provide a limited access facility to Route 9 east of Route 46
3AI	Yes	Partially	Yes	Yes	<ul style="list-style-type: none"> Does not provide a limited access facility to Route 9 east of Route 46
3AIK	Yes	Yes	Yes	Yes	<ul style="list-style-type: none"> Greater impacts to residents than Alternative 3EIK²
3EI	Yes	Partially	Yes	Yes	<ul style="list-style-type: none"> Does not provide a limited access facility to Route 9 east of Route 46
3EIK	Yes	Yes	Yes	Yes	<ul style="list-style-type: none"> To be retained for detailed analysis
4B	Yes	Yes	Yes	Yes	<ul style="list-style-type: none"> To be retained for detailed analysis

¹ 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.