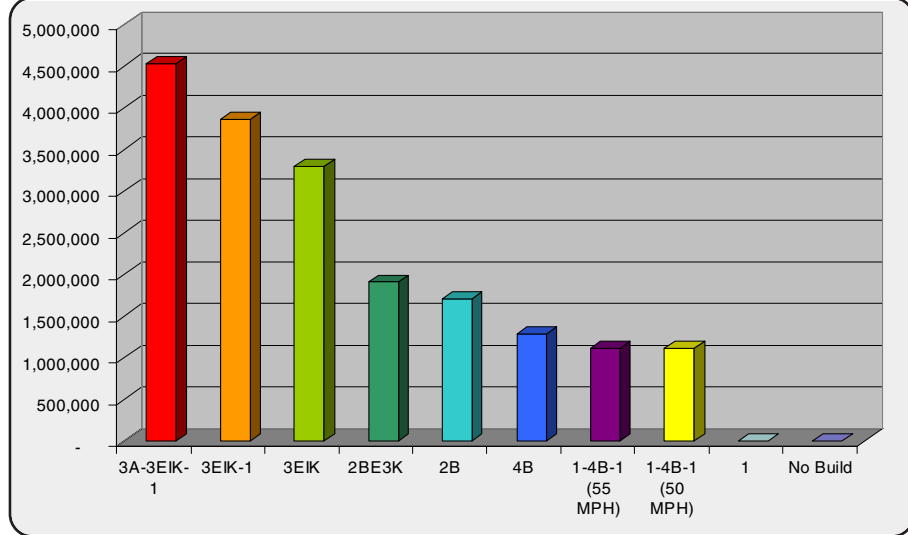


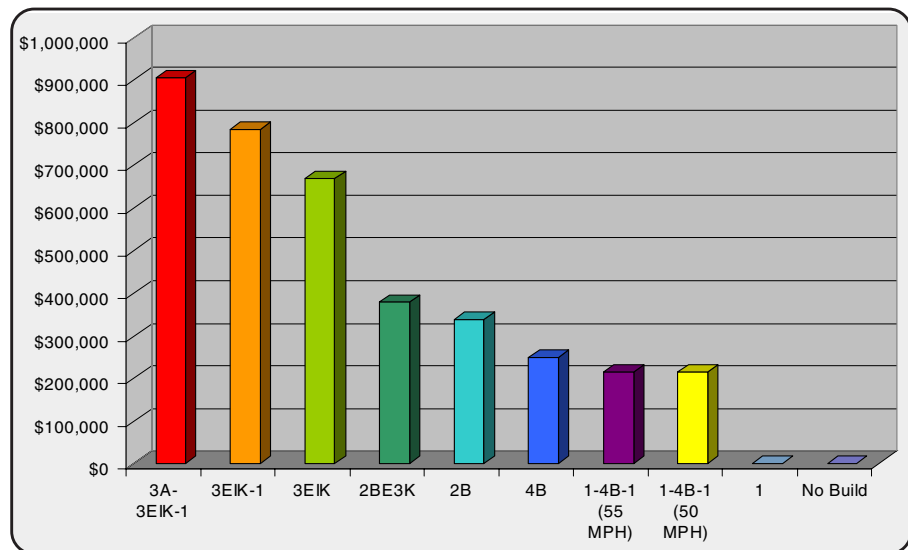
2030 Vehicle Miles Travelled (VMT)

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



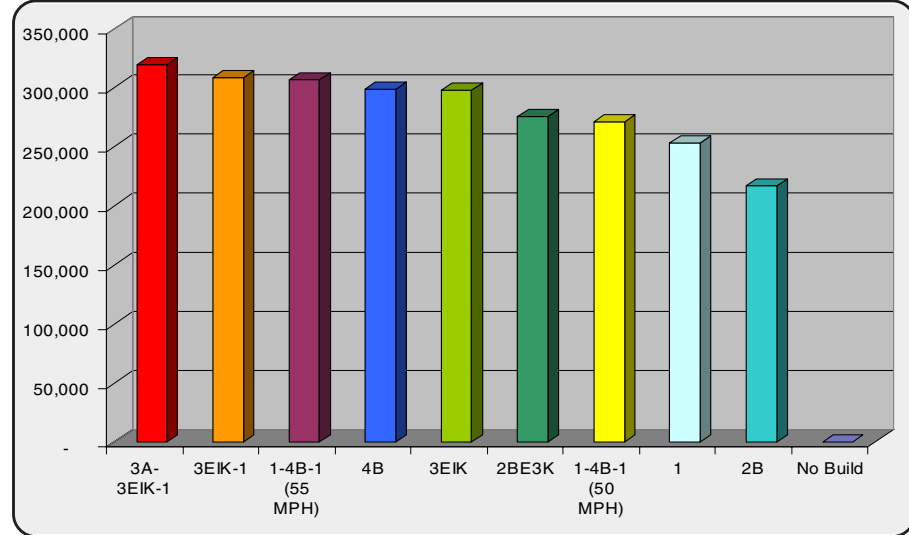
2030 Vehicle Miles Cost Savings over No-build Alternative

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



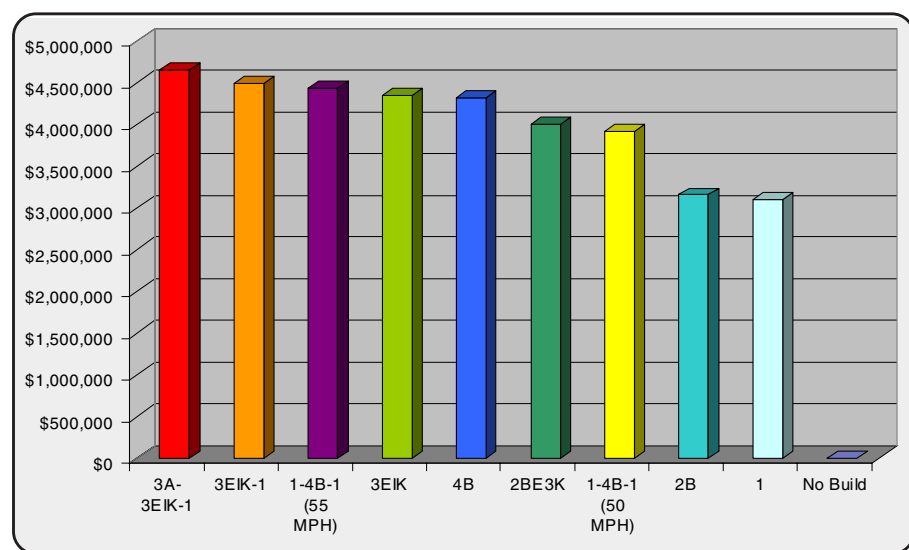
2030 Vehicle Hours Travelled (VHT)

Rank	Alt.	Passenger Vehicles	Heavy Trucks	2030 Total Annual 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 Cost 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



I-395/Rt. 9 Transportation Study



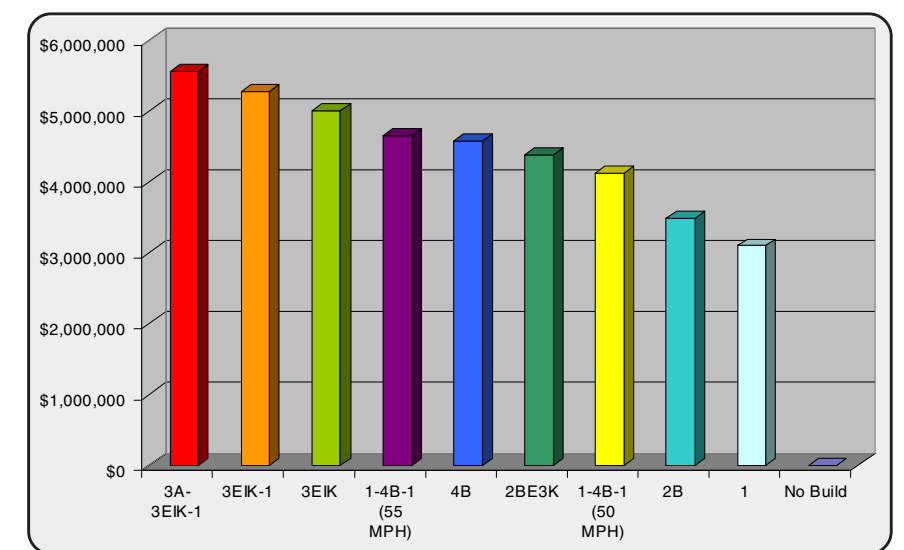
STUDY

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



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.