

## **I-395/Route 9 Transportation Study**

**PIN 8483.20**

**May 13, 2003 Interagency Presentation at**

**MaineDOT Main Conference Room**

Ray Faucher presented information on the present 5 build alternatives {Alternatives 2B-1, 2C-1, 2C-1/2B-1, 3A-3EIK-1 & 3EIK-2} with the objective of obtaining agency concurrence on the dismissal of several of the alternatives from further consideration.

### **Alternative 2B-1**

Alternative 2B-1 has greater impact to unfragmented habitat than alternative 2C-1, and has more residential displacements and proximity impacts than alternative 3EIK-2.

Recommended that Alternative 2B-1 be dismissed from further consideration based on greater impacts to unfragmented habitat as well as higher residential displacements.

Agencies concurred with recommendation.

### **Alternative 2C-1**

Alternative 2C-1 has similar impacts to Alternative 2C-1/2B-1 but has greater farmland impacts than Alternatives 3A-3EIK-1 & 3EIK-2, has greater residential displacements than Alternative 3EIK-2, has greater proximity impacts than Alternative 3EIK-2 and has also been identified as the least favorable Alternative from local citizens.

Recommend that Alternative 2C-1 be dismissed from further consideration based on greater farmland and residential impacts than other Alternatives and also because of substantial opposition (i.e. not in the public interest).

Agencies concurred with recommendation.

### **Alternative 2C-1/2B-1**

Alternative 2C-1/2B-1 has similar impacts to those of Alternative 2C-1 and has greater residential displacements than Alternative 3EIK-2 and has greater proximity impacts than Alternative 3EIK-2.

Recommend that Alternative 2C-1/2B-1 be dismissed from further consideration based on having similar impacts to those of Alternative 2C-1 that has been dismissed from further consideration and also has the greatest amount of residential displacements of the 5 alternatives under consideration.

Agencies concurred with recommendation.

### **Alternative 3A-3EIK-1**

Alternative 3A-3EIK-1 has the greatest impact to Waters of the U.S. of alternatives considered and has greater residential displacements than Alternative 3EIK-2.

Recommend that Alternative 3A-3EIK-1 be dismissed from further consideration based on its greater environmental impacts as well as greater residential displacements and greater proximity impacts.

Agencies concurred with recommendation.

### **Alternative 3EIK-2**

Alternative 3EIK-2 is a new alternative developed since the last interagency meeting. It has similar impacts on balance to those of Alternative 2C-1/2B-1, has less impacts to Waters of the U.S. than Alternative 3A-3EIK-1, has fewer residential displacements than other alternatives, has fewer proximity impacts than other alternatives and has received broad public support.

The Department recommends that Alternative 3EIK-2 be carried forward as the only build alternative for detailed evaluation in the Environmental Assessment along with the No-Build Alternative.

The Agencies have tentatively agreed with the Department's recommendation pending approval of the U.S. Army Corps of Engineers (ACOE) Phase I determination. The information for obtaining ACOE Phase I approval will be provided to the ACOE within 2 weeks following the meeting. {Information provided to the ACOE on May 20, 2003}

### **Potential Interchange/Intersection options**

Sketches of the various Interchange/Intersection options that were presented at the April 30 PAC meeting were distributed and an explanation provided on how each would operate.