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## **Aroostook County Transportation Study : Interagency Coordination Meeting - Presentation, February 9, 2010**

Maine Department of Transportation

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# Aroostook County Transportation Study Interagency Coordination Meeting 9 February 2010



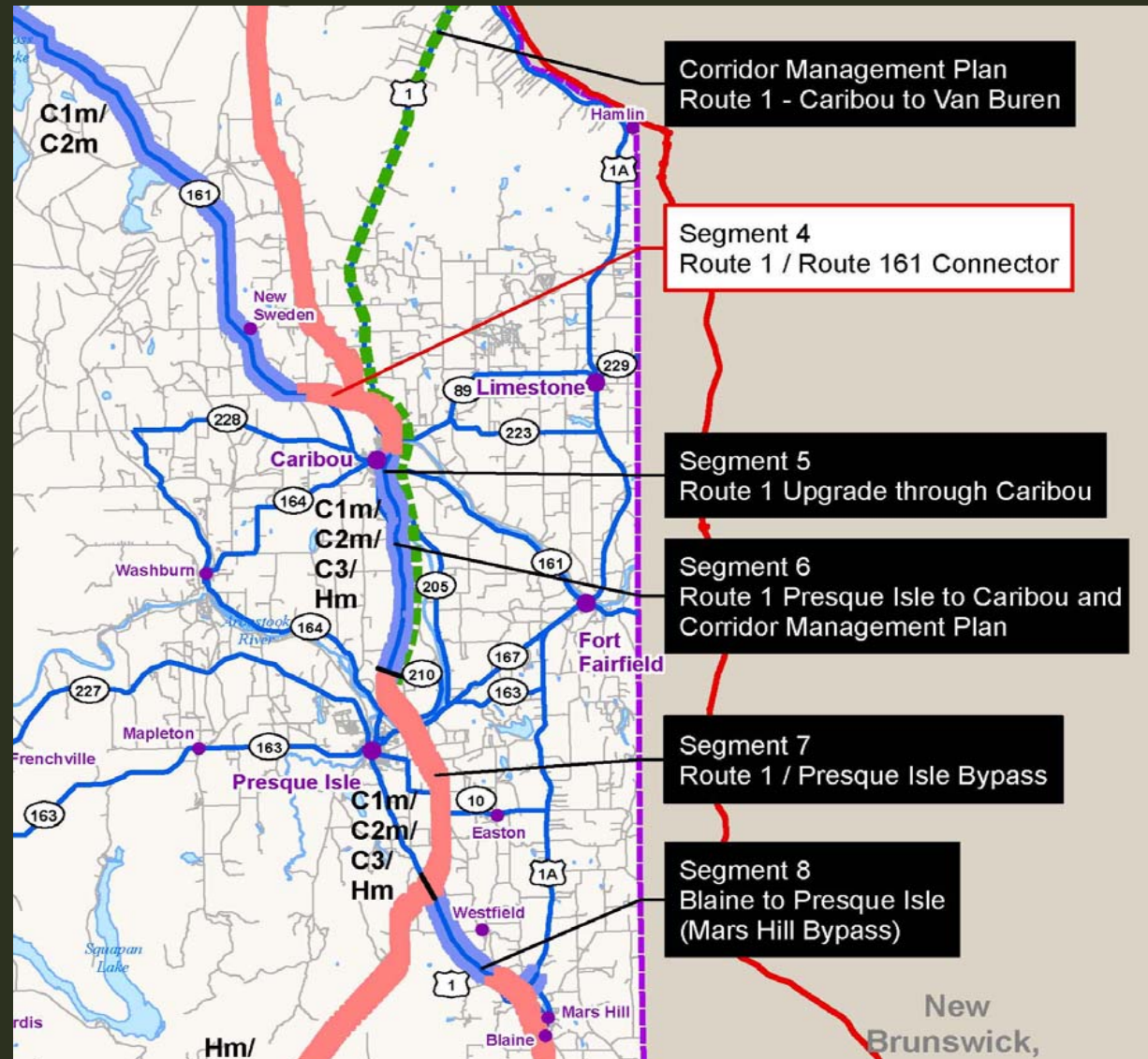
Aroostook  
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# Segment 7 – Presque Isle Bypass



# Presque Isle Bypass

## One Segment of the overall ACTS



# **Presque Isle Bypass Project Purpose**

- ▶ Enhance regional transportation by:
  - ▶ Reducing travel times
  - ▶ Improving north-south and east-west traffic flow in Presque Isle
  - ▶ Improving public safety
  - ▶ Improve traffic flow/mobility in downtown Presque Isle

## **Partial Bypass**

Some Presque Isle residents and town staff have suggested that a partial bypass could satisfy the needs of the community.

Corps suggested that MaineDOT evaluate partial bypass as a Presque Isle Bypass Alternative.

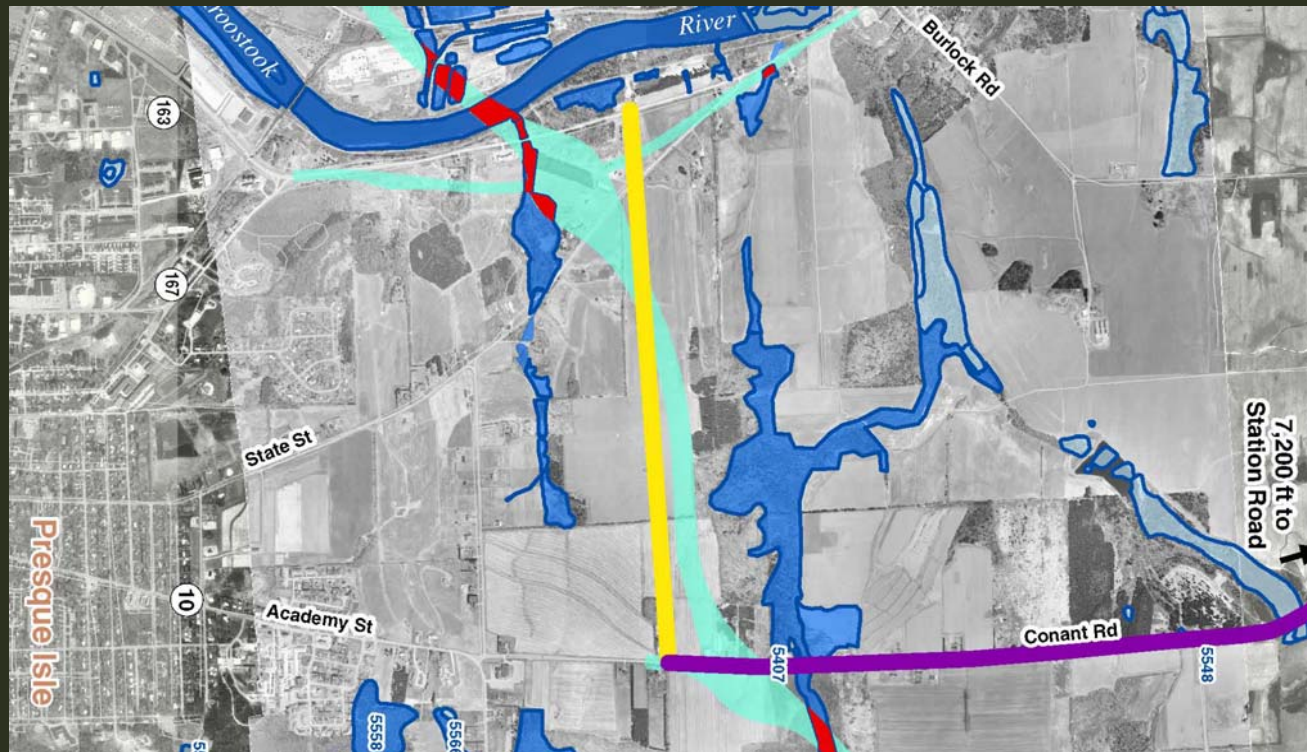
According to FHWA Regulations, Partial Bypass cannot be considered because it would be considered Segmentation.

# **Presque Isle Bypass Partial Bypass**

## **Partial Bypass – One Concept**

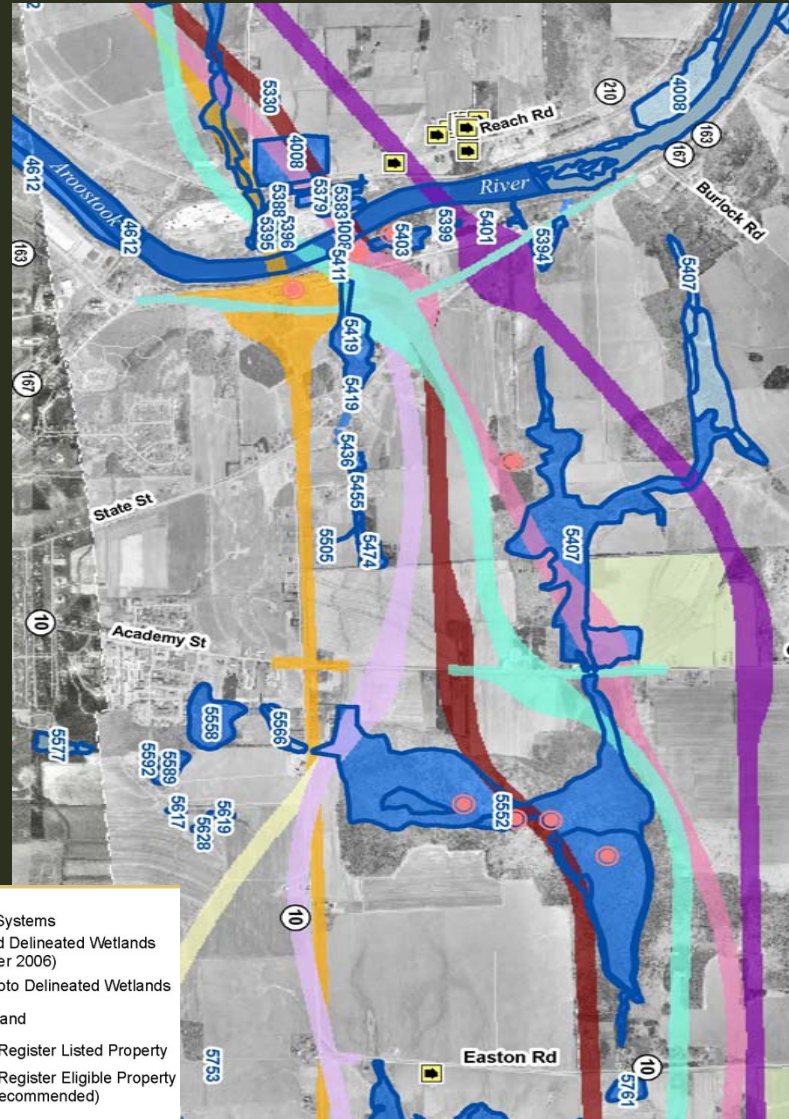
- ▶ Upgrade of 1.4 miles of Route 163 from Route 1 to the east
- ▶ New Location Road from Route 163 south to Conant Road

# Partial Bypass Concept (Hm/L Conant and AO 7)





# Presque Isle Bypass Other Partial Bypass Routes



**Legend**  
Segment 7 Phase I Alignment Options

1	4B	Wetland Systems
2X	6	VHB Field Delineated Wetlands (November 2006)
4	7	Aerial Photo Delineated Wetlands
4A		NWI Wetland
Route 1 Upgrade/TSM		National Register Listed Property
		National Register Eligible Property (VHB - Recommended)

# **Presque Isle Bypass Segmentation**

FHWA cannot approve an EIS or issue a Record of Decision if the project is considered Segmentation

23 CFR 771.11 (f)

## **Presque Isle Bypass Segmentation**

- ▶ In accordance with NEPA regulations, alternatives can be evaluated as stand-alone actions if they:
  - ▶ Have independent utility
  - ▶ Logical termini  
(Route 1 south and north)
  - ▶ Do not bias selection of overall N-S route (common to all)

An alternative that does not meet all three criteria is considered Segmentation

## **Segmentation Independent Utility**

Partial Bypass would be considered Segmentation because:

- ▶ Does not have independent utility
  - ▶ Defined as: be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made.
  - ▶ North-South traffic would still use Route 1 through downtown because partial bypass would be longer and slower. Does not satisfy Purpose and Need.

## **Segmentation Logical Termini**

Partial Bypass would be considered Segmentation because:

- ▶ Does not have Logical Termini
  - ▶ To the north ends at Route 163 and indirectly to Route 1 – logical termini
  - ▶ To the south ends at Conant Road, a rural arterial – not a logical terminus.

# **Segmentation Bias**

Partial Bypass would be considered Segmentation because:

- ▶ Would bias selection of a full bypass route in the future without full environmental review, as has been done for the full bypass routes described in the ACTS NEPA documents.

## **Remaining Phase II Alternatives**

- ▶ Alignment Option 4B
- ▶ Alignment Option 6
- ▶ Alignment Option 7

(See Alignment Options on Map Handout)

Route 1 Upgrade/TSM Alternative and Alignment Option 2X dismissed at previous interagency Meeting.

# Presque Isle Bypass Transportation Evaluation

	Travel Time	Downtown Truck ADT	Total Downtown ADT
No-Action	15 min	990	13,840
AO 4B	-4.1	-420	-3,330
AO 6	-5.4	-550	-4,390
AO 7	-5.3	-540	-4,320



# Presque Isle Bypass Key Environmental Impacts

	Wetland (acres) (high v)	Farmland (acres)	Structures	Historic	Section 4(f)
AO 4B	18 (13)	264	19	1	1
AO 6	14 (9)	289	24	3	3
AO 7	22 (13)	218	18	0	0

# Presque Isle Bypass Wetland Resource Impacts

	Wetland (acres)	Impact to High Value Wetlands (acres)	Bisects High Value Wetlands	Stream Crossing
AO 4B	18	13	1	8
AO 6	14	9	4	10
AO 7	22	13	3	10

# **Presque Isle Bypass Implications of Section 4(f) Impacts**

Secretary of Transportation is prohibited by statute from approving a transportation project that requires the use of a Section 4(f) property if there is a feasible and prudent alternative to using that property.

# **Presque Isle Bypass Implications of Section 4(f) Impacts**

- ▶ Section 4(f) regulations require strict adherence to the required alternatives analysis methodology used to determine if an alternative is feasible and prudent.
- ▶ If there is a feasible and prudent alternative that does not use Section 4(f) property, the statute requires that this alternative must be selected.

# **Presque Isle Bypass Alignment Option 4B**

Developed at request of U.S. EPA that a shorter bypass be developed.

- ▶ Fewest transportation benefits
- ▶ Very unfavorable roadway grades while crossing Williams Road hill
- ▶ Greatest adverse impact to farmland, 264 acres impacted (2<sup>nd</sup> highest), diagonally bisects a dozen large farmfields
- ▶ Affects 1 historic property subject to Section 4(f)
- ▶ Wetland impacts intermediate (18 ac, 13 HV)

# **Presque Isle Bypass Alignment Option 6**

Developed at request of Corps for an alignment with as little wetland impact as possible, without regard to other resources.

- ▶ Results in the greatest amount of farmland impact (289 acres) and indirect impacts to functions (diagonally bisects several farmfields).
- ▶ Lowest wetland impacts (14 ac, 9 HV) but bisects the most high-value wetlands
- ▶ The only option with wildlife habitat impacts – IWWH (significant habitat)
- ▶ Affects 3 historic properties subject to Section 4(f)

# **Presque Isle Bypass Alignment Option 7**

Modification of Alignment Option 2X. Developed through cooperative effort with City to reduce farmland and wetland impacts.

- ▶ Provides most transportation benefit, after AO 6
- ▶ Lowest impact to farmland with least impact on farm operations. Very important consideration in an agriculture-based community
- ▶ Does not affect any Section 4(f) property
- ▶ Highest wetland impacts (22 ac, 13 HV)

# **Presque Isle Bypass Recommendations**

- ▶ **MaineDOT Recommends selection of Alignment Option 7 as LEDPA**
  - ▶ **Unanimously Selected by Presque Isle City Council as Preferred Alternative**
  - ▶ **Provides Substantial Transportation Benefit**
  - ▶ **Does not affect any Section 4(f) Property**



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