

Midcoast Bypass Task Force Bypass Update Meeting

Maine Department of Transportation

December 15, 2010

Agenda

- Meeting Purpose
- Timeframe of Events: History
- Eagle Nest Data
- MaineDOT Recent Activities
- Next Steps
- Task Force Discussion
- Public Comments and Questions

Meeting Purpose

- Update the Midcoast Bypass Task Force
 - N8c No Longer the LEDPA
 - Practicable Alternatives Exist
- New Political Realities
 - New Administration
 - Major Transportation Funding Issues Continue
- Broad-Based Regional Support Necessary to Complete the Study
- No Discussion on Alternatives Tonight

Transportation Needs, Funding

- Overall: \$3.3+ Billion 10-Year Shortfall
- Sample Major Competing Needs
 - Kittery Bridges \$200 to \$300 M, Immediate
 - \$110 M/Year Bridge Needs vs. \$40 M per Year Funding
 - Arterial Highways
 - Collector Highways
- Future Federal Funding Program Unknown
- Dwindling Fuel Tax Revenues
- Little Political Will to Increase Fuel Taxes or Consider Other Funding (Federal & State)

Sample of Other Major Studies

- Gorham East-West Connector
- Central York County Connections
- Aroostook County Transportation Study
- Augusta Exit 113
- BNAS Connections
- Franklin Street Arterial
- Gateway-1
- Portland North Study Transit Options
- I-295 Portland
- I-95 Exit 80, I-95 Bangor
- I-395/Route 9 Connection

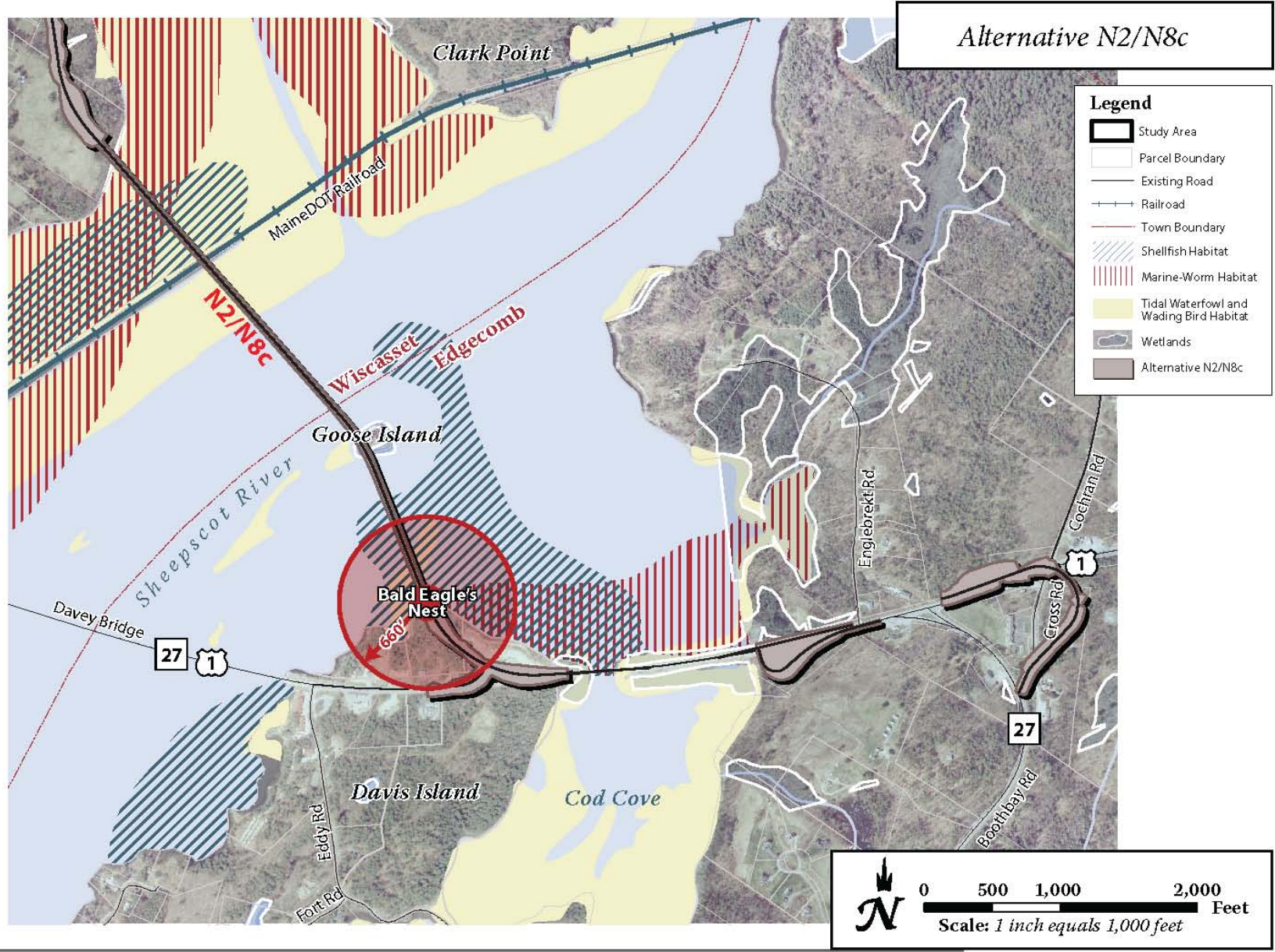
History of the Rte. 1 Bypass Study

- 1958: Wiscasset Master Plan call for Bypass
- 1972: Report on Bypass Options
- 1979-1984: Route 1 Bridge replaced
- 1991: STPA enacted
- 1993: Bath-to-Belfast Report
- 1997: Report per STPA
- 1998: Environmental Assessment (EA)
- 2002: FHWA requirement for an EIS

Recent History

- Oct. 2007: DEIS Issued
- Dec. 2007: End DEIS Comment Period
- 2008: Task Force meetings on major issues
- Dec. 2008: Phase II Application to ACOE
- Mar. 2009: ACOE request for more info
- Sep. 2009: Submitted Phase II Supplement & Responses to DEIS Comments to ACOE
- May 2010: LEDPA announced (N8c)
- Jun 2010: Eagle Nest discovered on N8c

N2/N8c – Bald Eagle's Nest, Davis Island



Bald Eagle Nest



View from Wiscasset Treatment Plant

Bald Eagle Nest



View East across cove on Davis Island

Bald Eagle 2010 12 10



Bald & Golden Eagle Protection Act & Migratory Bird Treaty Act

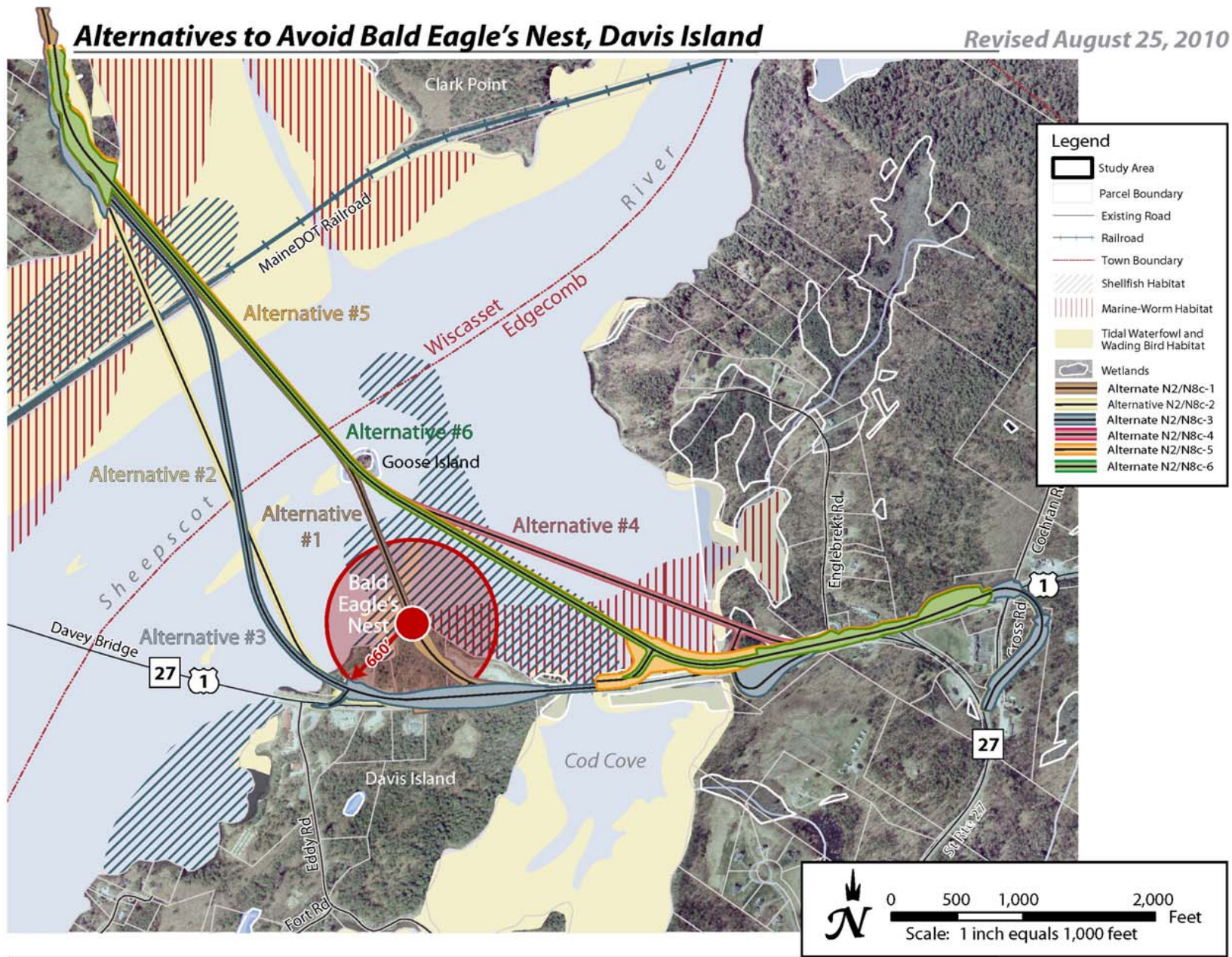
- Eagles no longer endangered, but still protected
- Taking of nests prohibited unless by permit
- Permits granted under very limited circumstances
 - To alleviate a safety hazard to people or eagles
 - Necessary to ensure public health or safety
 - Nest prevents use of pre-existing man-made structure
 - Activity or mitigation will provide a net benefit to eagles
 - Only nests not being used by breeding bald eagles may be taken - except in safety emergencies
 - Permits for nest removal cannot be issued unless all practicable alternatives to avoid or minimize the impact to eagles have been exhausted

Recent Activities

- MaineDOT met with ACOE and USF&WS
 - Eagle Nest protected by federal law
 - Practicable Alternatives exist to avoid the nest
 - 660' minimum buffer radius required
- MaineDOT evaluated 5 deviations of N8c
 - All have significant environmental and/or engineering issues
 - None are acceptable as a revised N8c alignment

Alternatives to Avoid Bald Eagle's Nest, Davis Island

Revised August 25, 2010



Analysis of N8c Deviations

- Westerly alignments cause traffic problems & Business Displacements
 - Connection Near Davey Bridge, Through Business District, & Impact Commercial Properties
 - Traffic signal required, reducing bypass capacity
 - Potential Eelgrass Impacts
- Easterly alignments result in additional and significant environmental impacts
 - Shellfish Habitat Impacts
 - Marine Worms Habitat Impacts

Subsequent Meeting with ACOE and USF&WS

- N8c deviations not acceptable as LEDPA
- Reiterated - Must avoid the eagle nest
- Practicable Bypass Alignments exist (e.g., N2a, N2f, N2h)
- Re-evaluation of DEIS Alternatives Required

Next Steps

- Seek Task Force and Public Support
 - Is there regional support to continue the study?
 - NOT about pros and cons of the alternatives
 - Process
 - Tonight – verbal comments
 - Through Jan. 14 – Written Comments
- MaineDOT will make a recommendation to the new Administration - Complete the Wiscasset Route 1 Corridor study?

If Public & Administration Support

- Update and Re-evaluate DEIS alignments
 - Task Force to Assist in Minimizing Impacts
 - ACOE Determines the LEDPA
- Complete FEIS
- Receive FHWA Record of Decision (6-12 months)
- Obtain Funding for Design & Initial R-O-W Acquisition

Next Task Force Meeting

- Following Administration Guidance
- Expect by End of January

Letters of Support

- Submit Letters of Support (or not) to MaineDOT
- No Discussion of Alternatives at this time
- Submit letters by Jan. 14, 2011
- MaineDOT to present to new Governor to seek Commitment to Complete the Study & to Eventually Fund the Bypass

Submit Written Comments to:

Gerry Audibert, P.E.

Maine Department of Transportation

16 State House Station

Augusta, ME 04333-0016

or

gerry.audibert@maine.gov

Discussion – Continue the Study?

- Midcoast Bypass Task Force
- Followed by Public Comments Relative to Continuing the Study (30 minutes)

