



Skowhegan Transportation Study

Interagency Meeting
April 13, 2004



Desired Outcome

- Review key decisions made to date
 - Purpose and need
 - Preferred river-crossing location
 - Preferred long-term solution
- Present new information
- Receive input
- Schedule site visit



Purpose and Need

MDOT/Town Objectives

- Improve traffic **safety** and relieve **congestion** in downtown Skowhegan and on **Routes 2, 201, 104, and 150**
- Improve **regional** east-west and north-south **traffic flow** through the Skowhegan area for regional commuters, through travelers (e.g. **trucks**, tourists), and local residents
- Improve cross-river access and response capabilities in times of **emergencies**
- Provide the transportation **capacity** necessary to accommodate current demands and support region-wide **economic and community development** in a manner consistent with Skowhegan's Comprehensive Plan



Purpose and Need Corps Determination

“... purpose of the project is to improve east-west and north-south traffic movements through the Town of Skowhegan along Routes 2, 201, 104, and 150 in order to improve public safety and relieve traffic congestion.

Improvements will accommodate current and future traffic volumes.”



Build Alternatives after Phase I

- E3A – rural, east of town, Route 201 south to Route 2 east (bridge only)
- E3B – Route 201 bypass
- E3E – combined Route 201 / Route 2 bypass



Current Direction

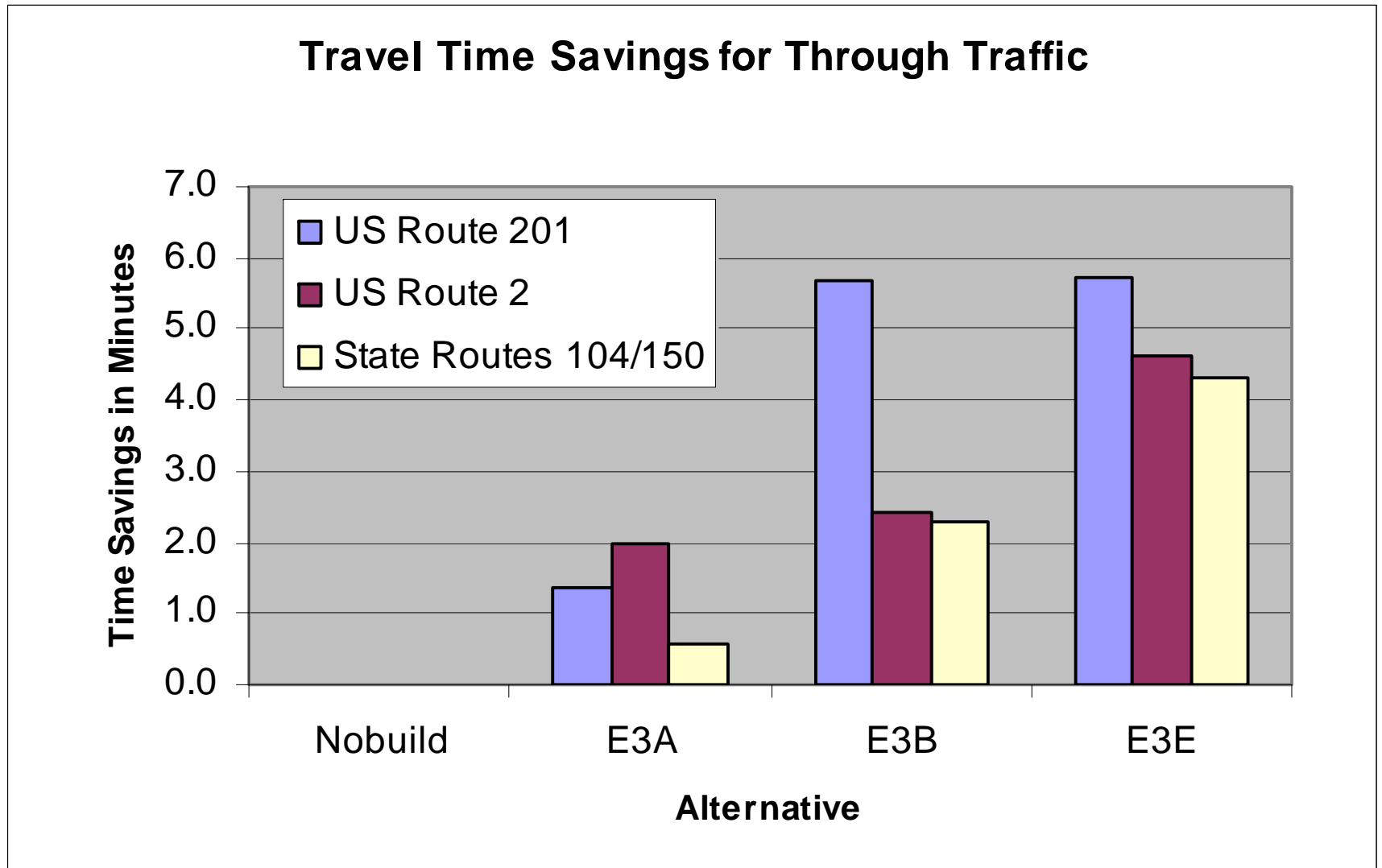
- Preferred Alternative Proposal – E3E
- Environmental Impact Comparison of Option 1, Option 2, and Option 3



Ability to Meet Purpose and Need

Purpose	No-Build	E3A	E3B	E3E
Safety and Mobility	Not at all	Partially	Mostly	Fully
North-South East-West	Not at all	Slightly	Partially	Fully
Emergency Response	Not at all	Mostly	Fully	Fully
Economic Development	Not at all	Slightly	Partially	Fully

Travel Time Comparison of Alternatives

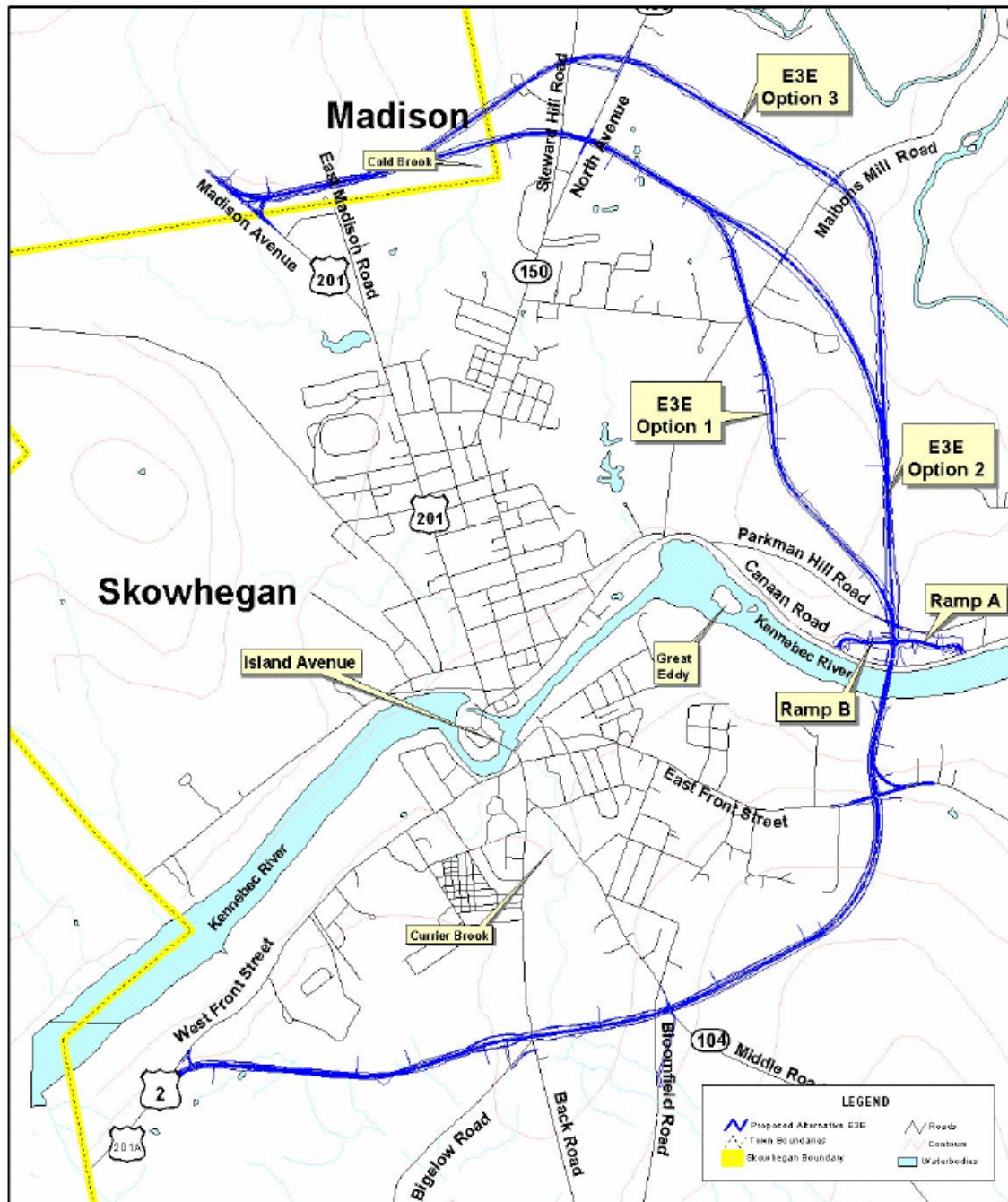




E3E as the Preferred Alternative

- Comprehensively meets Purpose and Need
 - Community
 - Regional - North-South, East-West
- Minimizes impacts to resources
 - Financial
 - Community
 - Natural

Alternative E3E



Skowhegan Transportation Study
Alternative E3E Options 1, 2, & 3



New Information

- Noise analysis results
- Landfill location
- PAC position on Options
- Skowhegan's referendum



Noise Analysis Results

E3 Receptors Impacted	No Build	Option 1	Option 2	Option 3
Residential	30	48	38	24
Non-Residential	3	3	3	3



Landfill Location

- E3E Option 3 centerline would be about 300 feet from edge of capped landfill.
- Option 3 R/W line would be about 200 feet from edge of landfill.



PAC Position

- At the February 17 PAC meeting in Skowhegan, the committee recommended E3E Option 3 as their preferred alternative.



Skowhegan Referendum

- The Town of Skowhegan held a non-binding referendum on March 6.
- 64% favored a second bridge.
- 42% favored E3E.



Environmental Differences Among Options 1, 2, and 3

Environmental Resource	Option 1	Option 2	Option 3
Wetlands (acres)	15	14	15
River & Stream Crossings (river/peren str/interm str)	1/2/2	1/2/2	1/3/8
Wildlife (hardwood seepage forest, acres)	7	8	14
Forest (acres)	44	43	53
Agriculture (prime and unique farmland, acres)	50	45	41
Displacements	18	20	11
Noise Impacts	51	41	27



Site Visit

- See the potentially affected resources firsthand
- See the differences between Options



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