

Lewiston – Auburn Downtown Connector / Turnpike Interchange Feasibility Study

October 12, 2004

DRAFT



Purpose

- **Update on Status of Project**
- **Review the Findings of the Advisory Committee Regarding the Interchange Strategies**

Study Objectives

- **Develop Study Purpose and Need**
- **Identify Range of Possible Interchange Strategies**
- **Evaluate Interchange Strategies versus Purpose and Need**
- **Recommend Strategies for More Detailed Study in Next Phases**

***** Not to Select the Preferred Strategy *****

Purpose & Need Statement

- **Identifies Specifics**
 - Study Objectives
 - Problems the Improvements Will Address

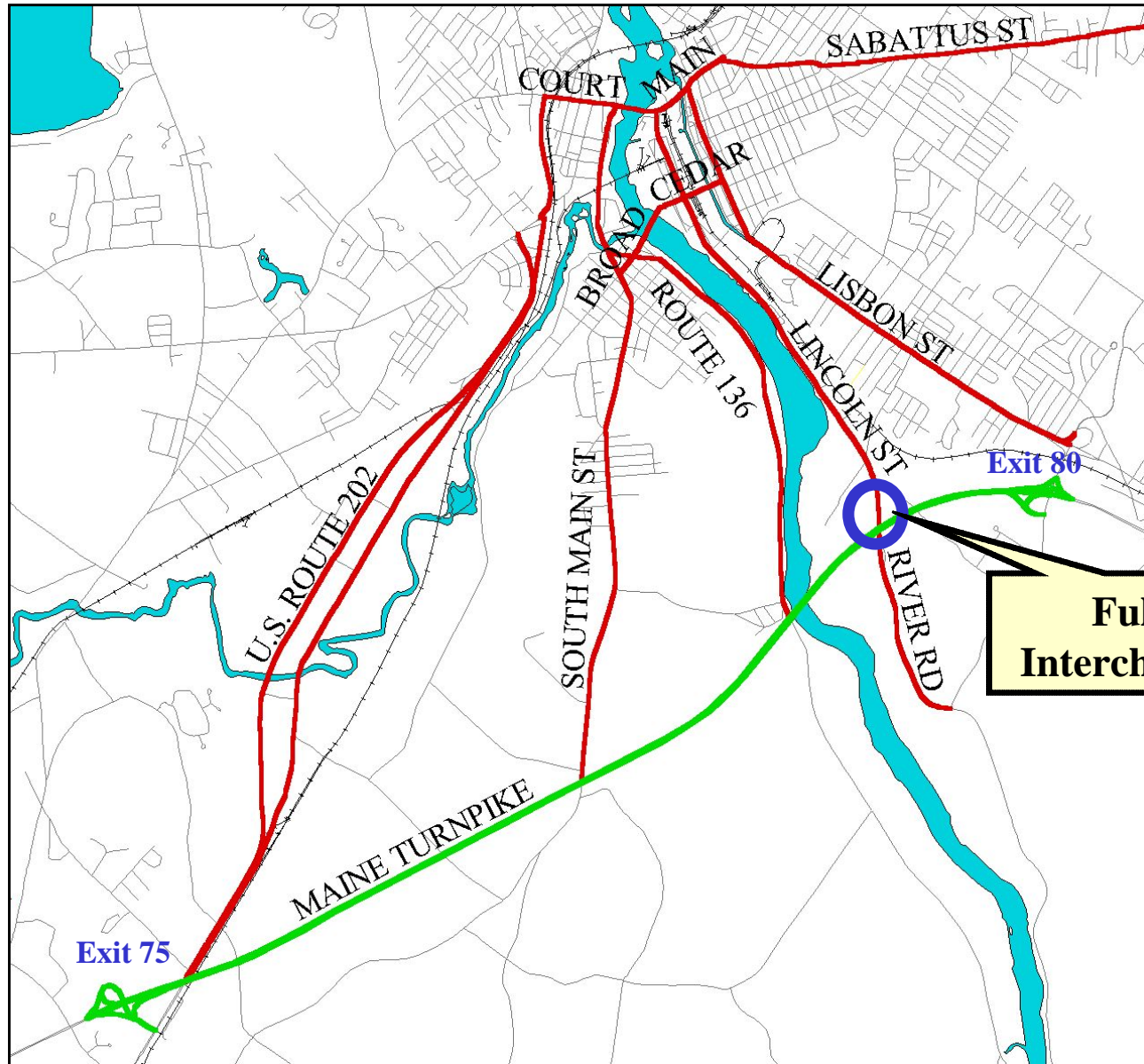
- **Used to Evaluate the Range of Possible Improvement Strategies**

- **Used by State and Federal Regulatory Agencies**

Strategy Review

Lewiston-Auburn Downtown Connector / Turnpike Interchange Feasibility Study

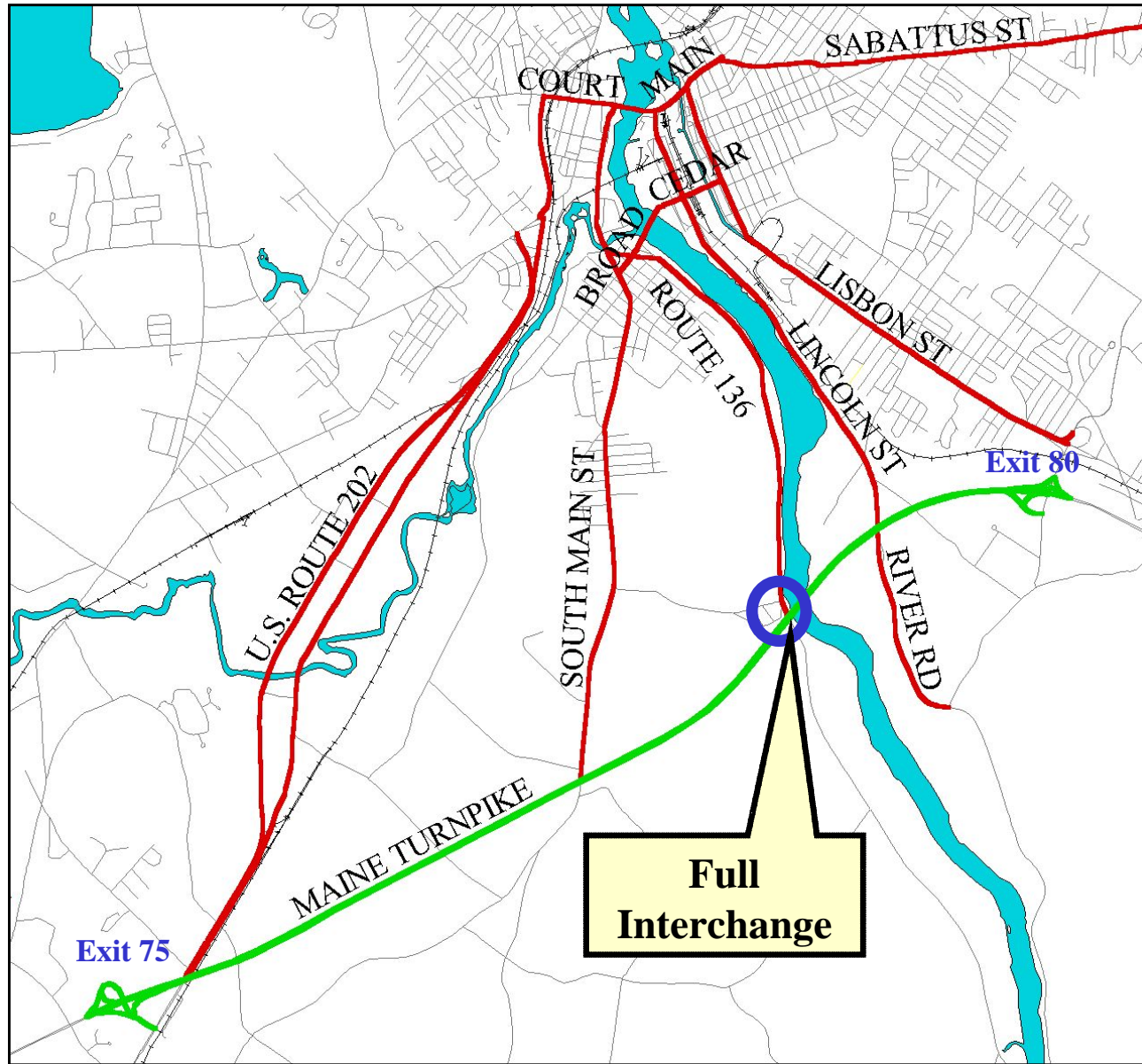
Interchange Strategy Evaluation: Strategy 1



River Road Interchange

Lewiston-Auburn Downtown Connector / Turnpike Interchange Feasibility Study

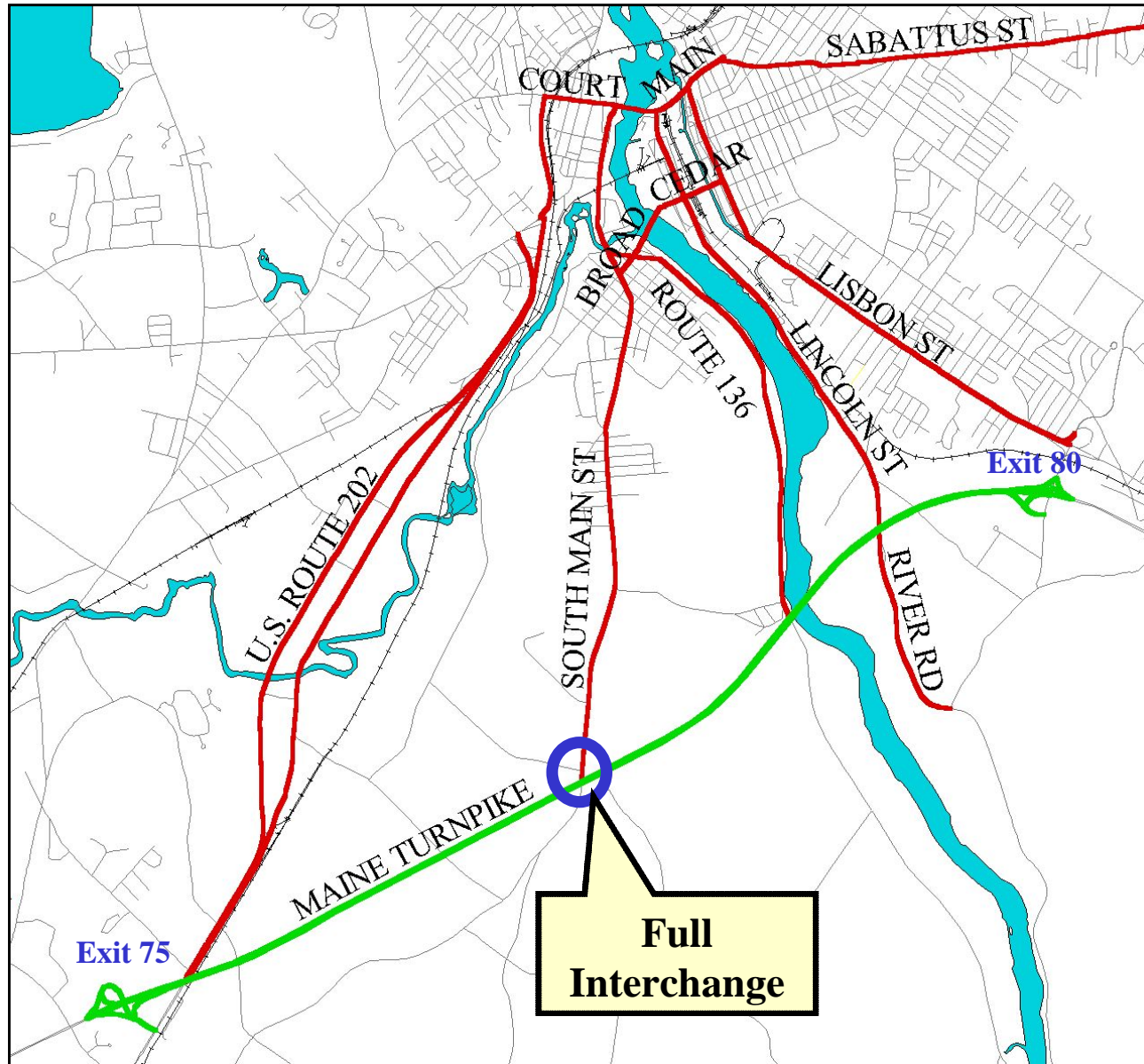
Interchange Strategy Evaluation: Strategy 2



Route 136 Interchange

Lewiston-Auburn Downtown Connector / Turnpike Interchange Feasibility Study

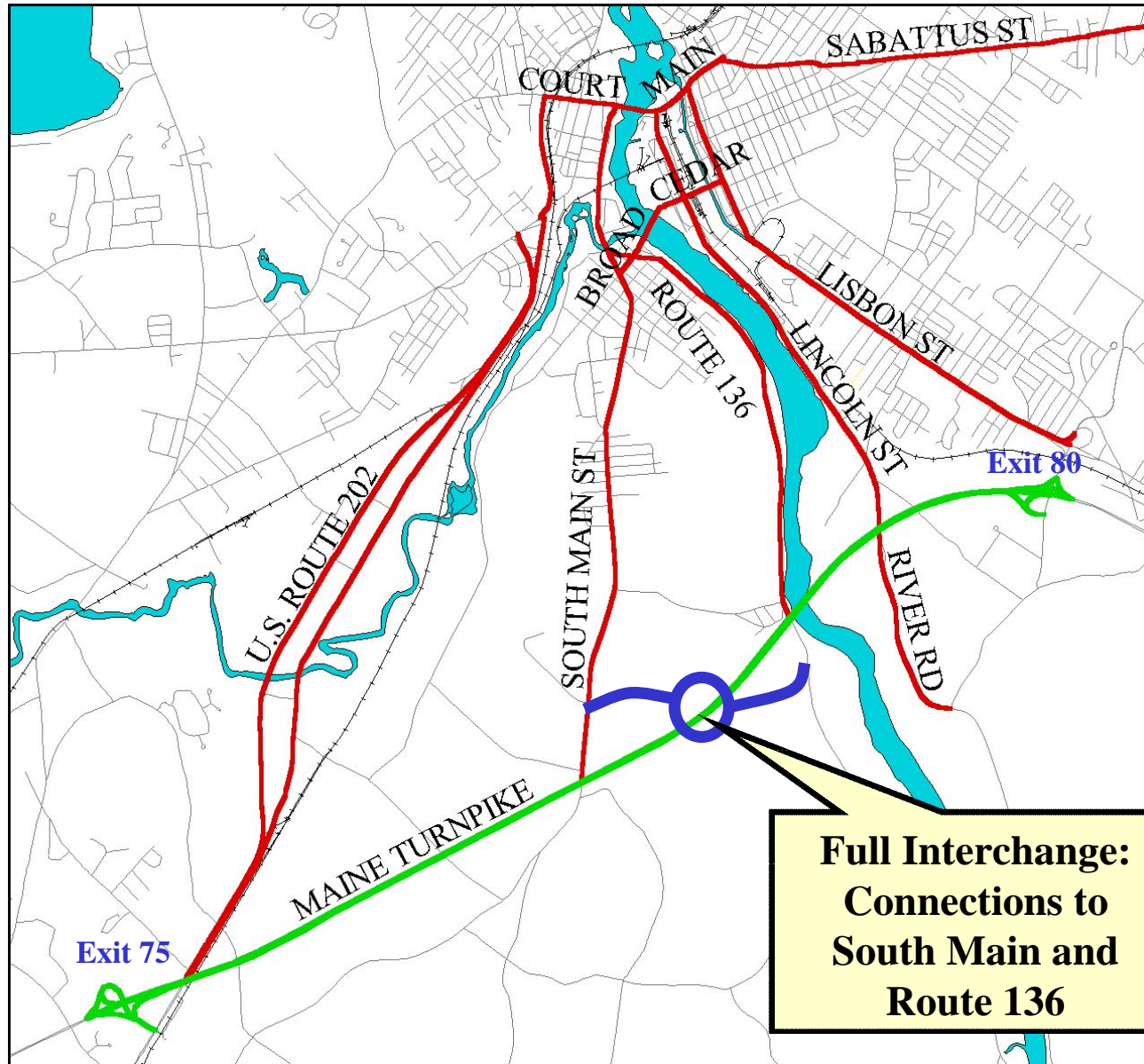
Interchange Strategy Evaluation: Strategy 3



So. Main Street Interchange

Lewiston-Auburn Downtown Connector / Turnpike Interchange Feasibility Study

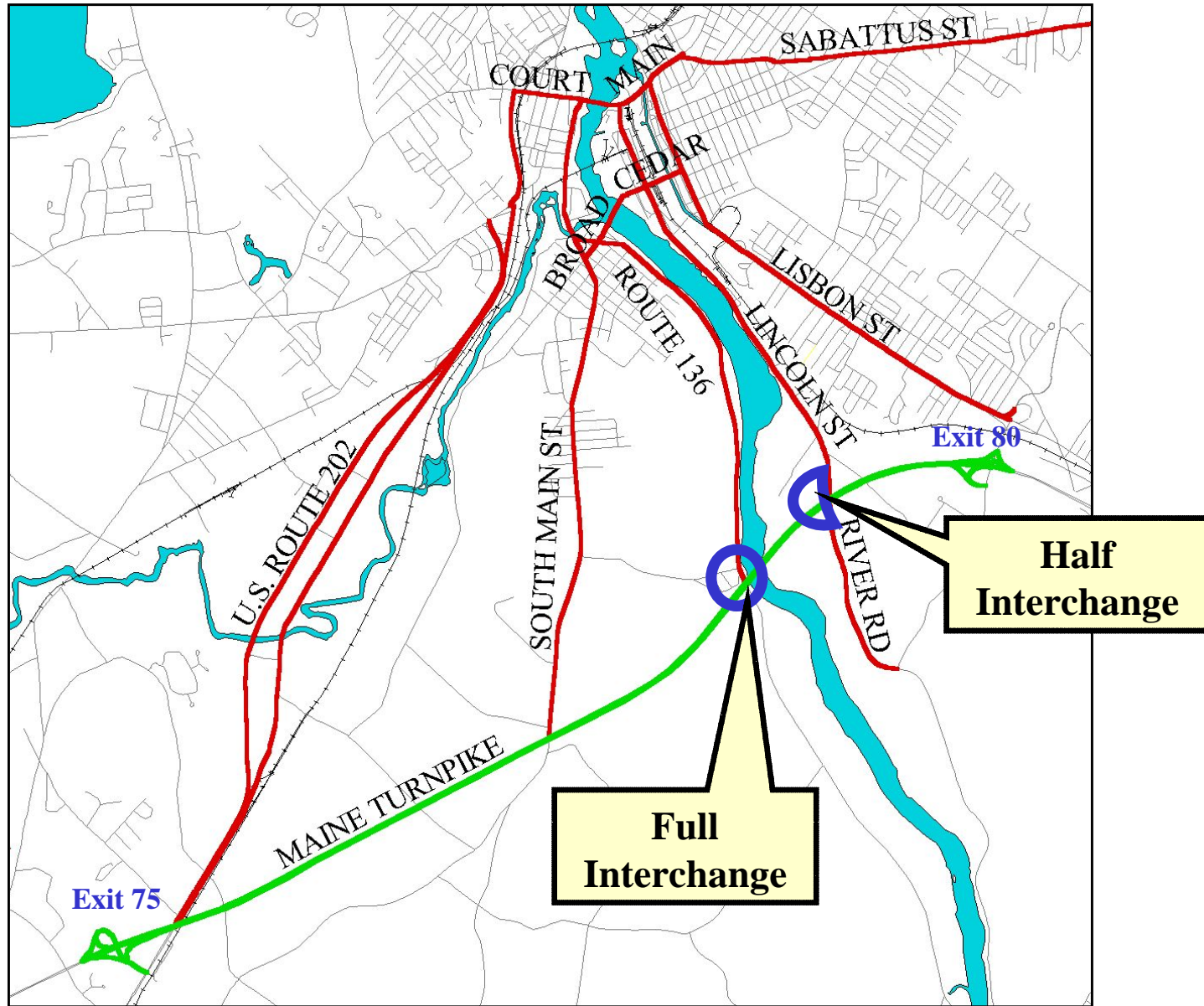
Interchange Strategy Evaluation: Strategy 4



So. Main Street / Route 136
Combination Interchange

Lewiston-Auburn Downtown Connector / Turnpike Interchange Feasibility Study

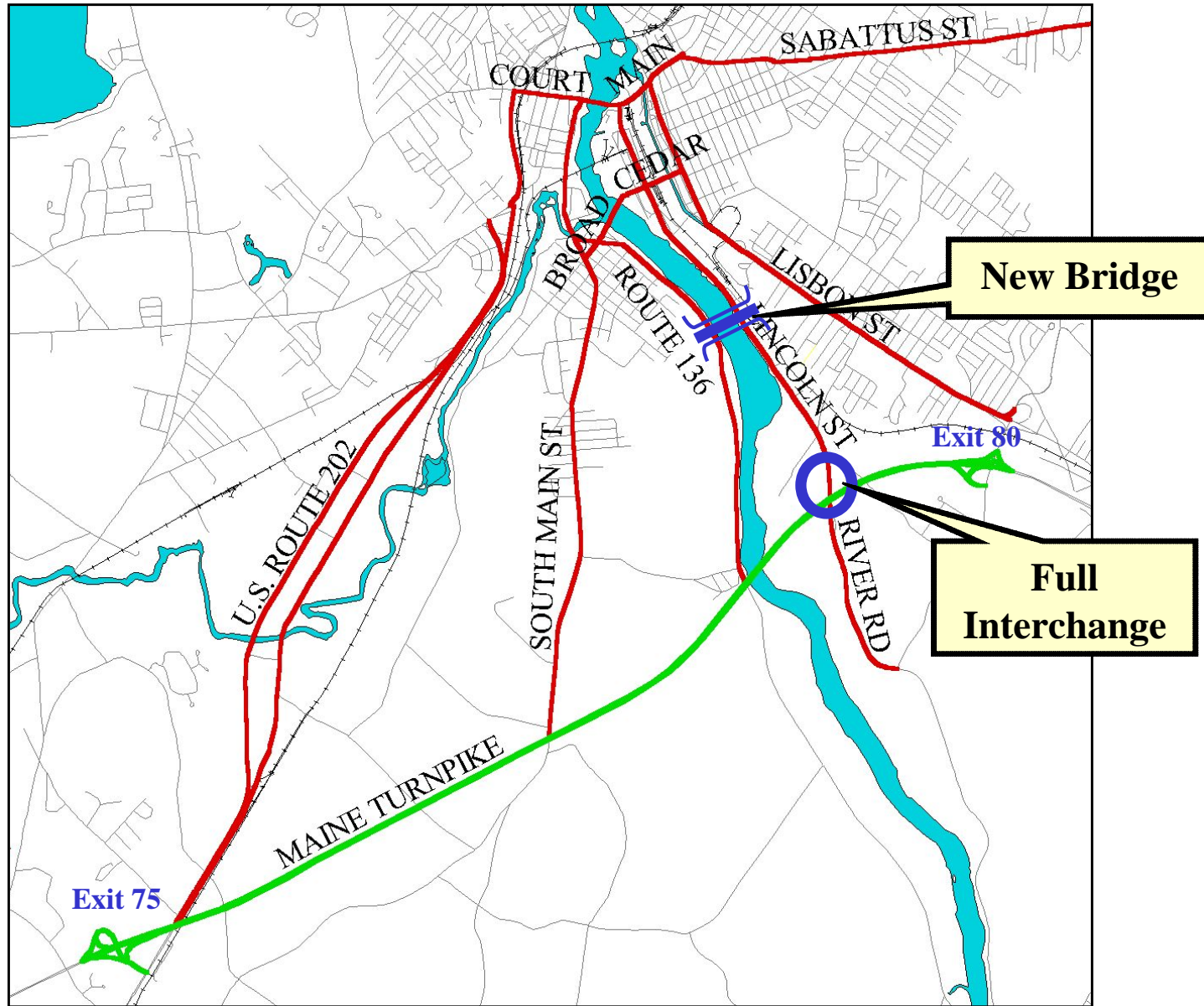
Interchange Strategy Evaluation: Strategy 5



Full Route 136 / Half River Road Interchange

Lewiston-Auburn Downtown Connector / Turnpike Interchange Feasibility Study

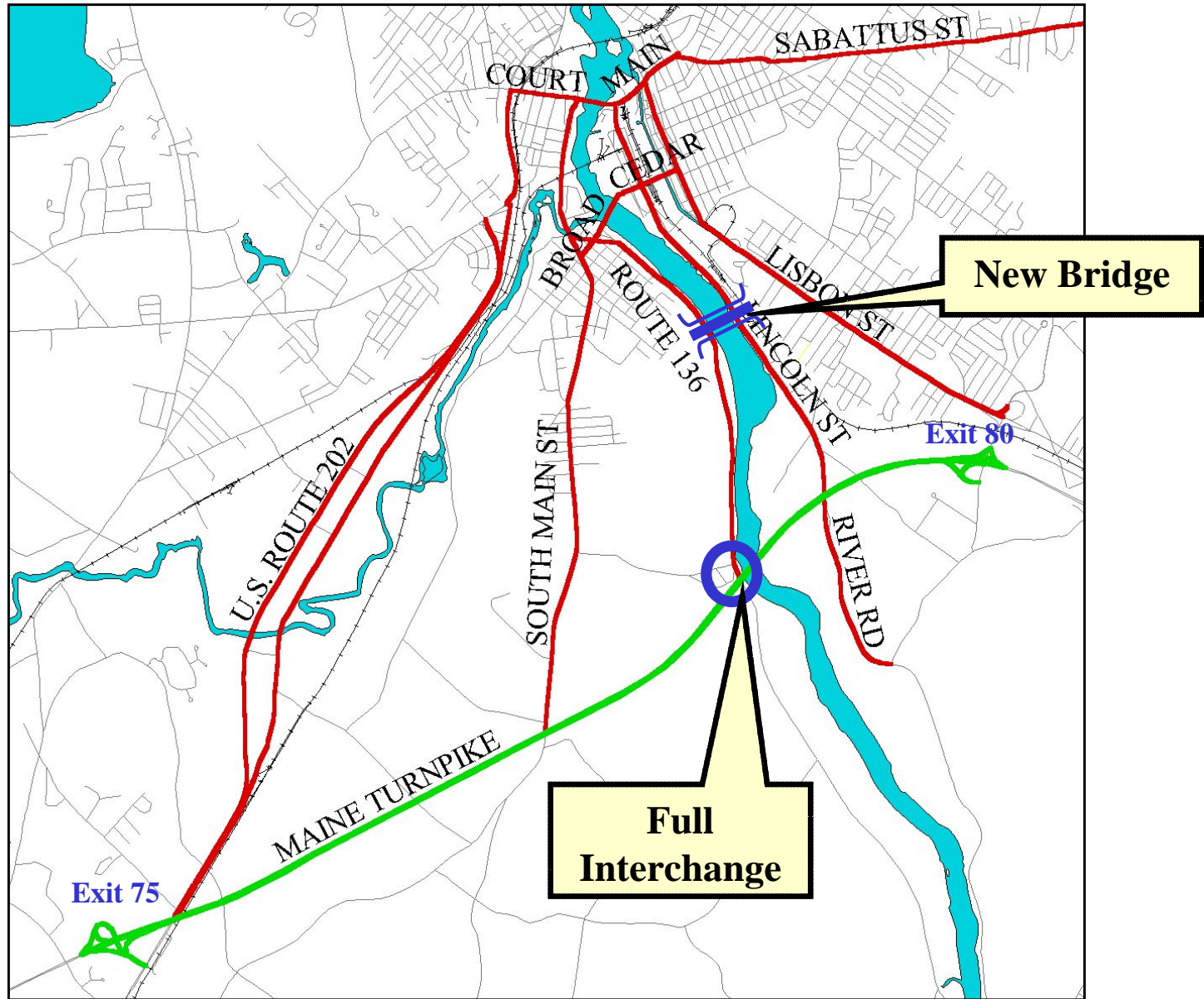
Interchange Strategy Evaluation: Strategy 1A



River Road Interchange with New Bridge

Lewiston-Auburn Downtown Connector / Turnpike Interchange Feasibility Study

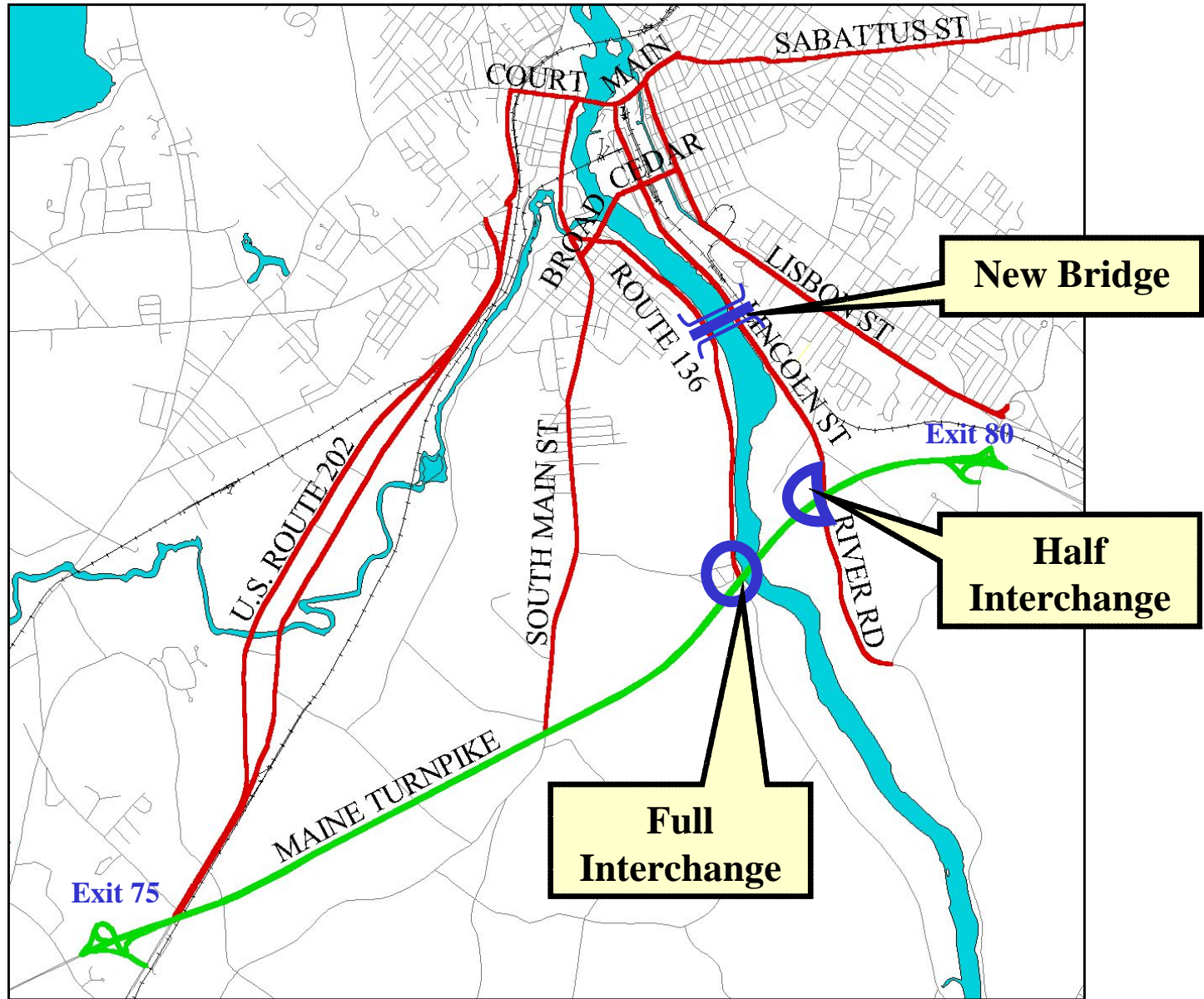
Interchange Strategy Evaluation: Strategy 2A



Route 136 Interchange with New Bridge

Lewiston-Auburn Downtown Connector / Turnpike Interchange Feasibility Study

Interchange Strategy Evaluation: Strategy 5A



Full Route 136 / Half River Road Interchange with New Bridge

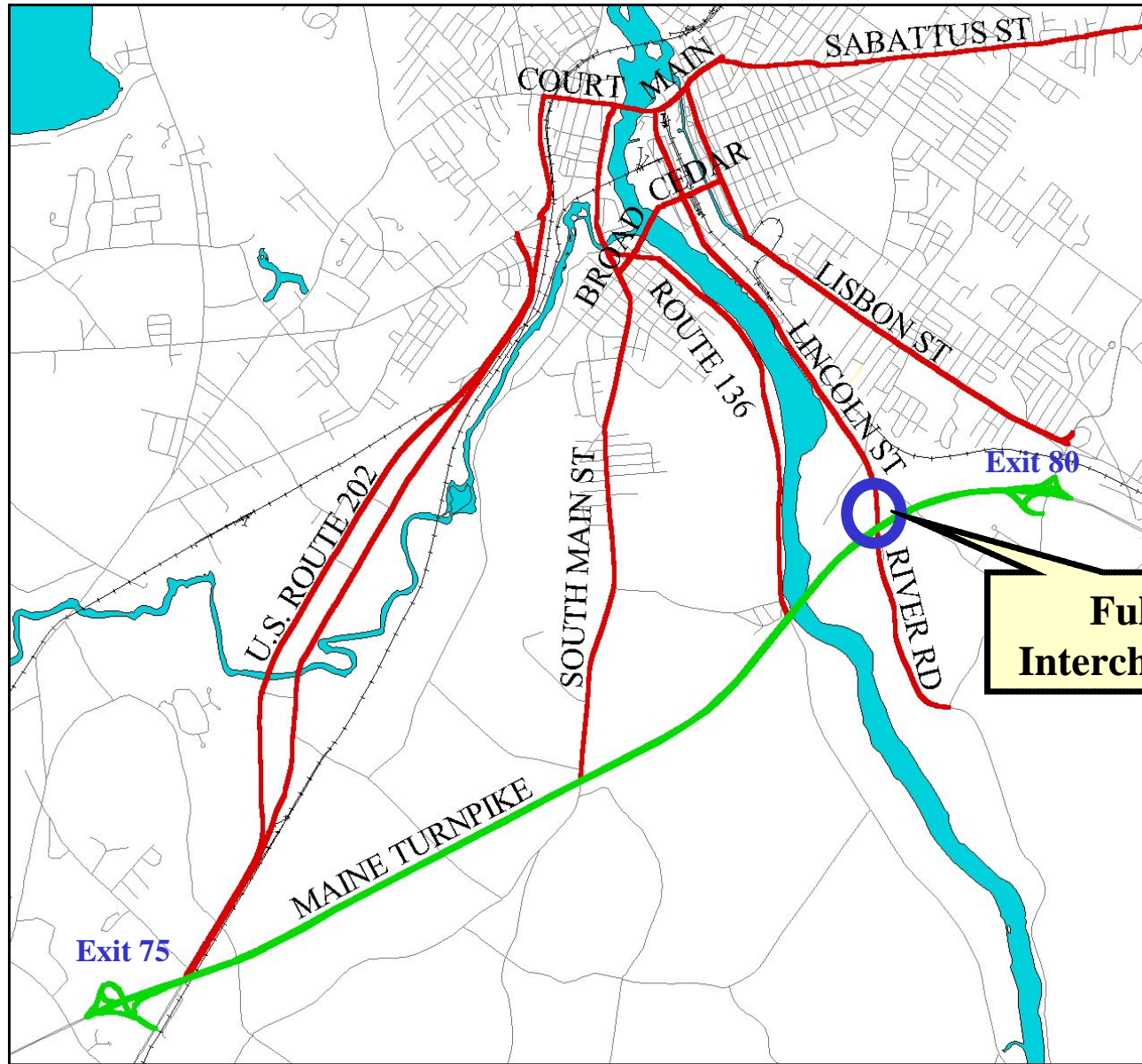
5. Strategy Evaluation

Strategy Evaluation Matrix

Goal/Objective	No Build	Build Strategies							
		#1. River Road	#2. Route 136	#3. South Main Street	#4. South Main / Rt. 136 Combo.	#5. Full Route 136 / Half River Road	#1A. River Rd with New Bridge	#2A. Route 136 with New Bridge	#5A. Full Route 136 & Half River Rd with New Bridge
Transportation: Congestion, Safety, Access, etc									
Land Use: Comp. Plans, Farmland, etc		How well the strategies rate in these areas							
Socio-Economic: Devel. Enhancement, Neighborhoods, etc									
Natural Environment: Wetlands, Habitat, etc		** Ratings are Relative **							
Cost: Benefits, Costs									

Lewiston-Auburn Downtown Connector / Turnpike Interchange Feasibility Study

Interchange Strategy Evaluation: Strategy 1



River Road Interchange

Interchange Strategy Evaluation: Strategy 1

Transportation

Pros

- High Traffic Congestion Reduction, Lewiston; Moderate Reduction in Auburn
- Moderate Interchange Usage, 18,750 vehicles/day
- Moderate Crash Reduction Potential
- Moderate Local Road Connectivity Benefits

Cons

- Low Regional Road Connectivity Benefits
- Low Access Benefits to Auburn

Interchange Strategy Evaluation: Strategy 1

Land Use

Pros

- Avoids Park / Recreation Lands Impacts
- Low Potential Impacts to Active Farmland
- Good Compatibility with Comprehensive Plan, Lewiston
- Improves Access to Growing Industrial Park Area, Lewiston

Cons

- Directs Additional Traffic thru Lincoln Street Neighborhood, Lewiston

Interchange Strategy Evaluation: Strategy 1

Socio-Economic

Pros

- Moderate Economic Development Benefits
 - Lewiston

Cons

- Low Economic Development Benefits
 - Auburn
- Potential Neighborhood Impacts along Lincoln Street

Interchange Strategy Evaluation: Strategy 1

Natural Environment

Pros

- Low Potential Habitat Impacts
- Low Potential Wetlands / Waterbody Impacts

Cons

Interchange Strategy Evaluation: Strategy 1

Cost

Pros

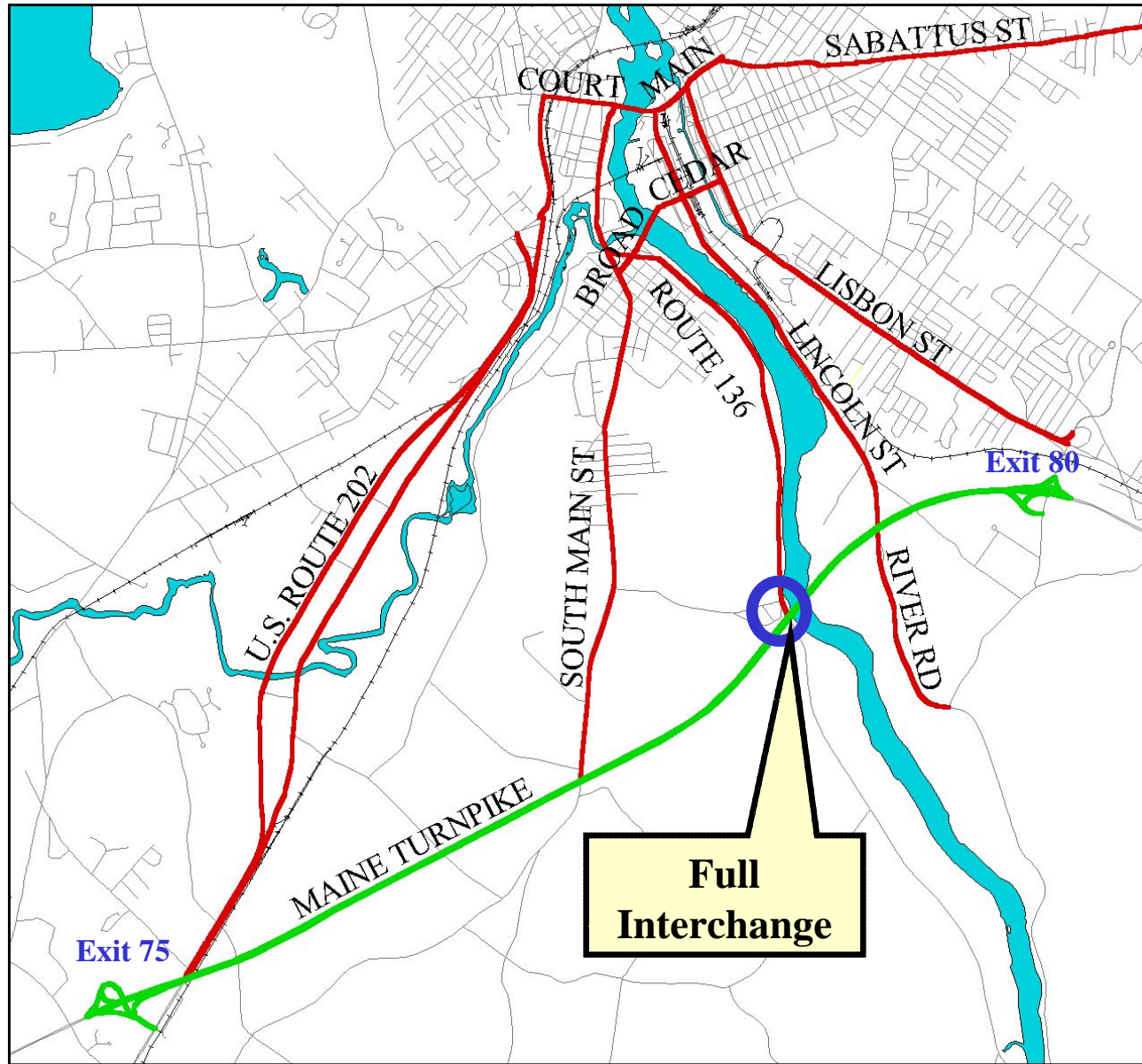
- High Potential \$ Benefits
- High Benefit-Cost Ratio

Cons

- Moderate Project Costs
(\$12.7 M)

Lewiston-Auburn Downtown Connector / Turnpike Interchange Feasibility Study

Interchange Strategy Evaluation: Strategy 2



Route 136 Interchange

Interchange Strategy Evaluation: Strategy 2

Transportation

Pros

- Strong Regional Connectivity (Connects to state highway)
- Moderate Local Connectivity ('4th bridge')
- Moderate Lewiston Congestion Relief
- Moderate Emergency Access
- Moderate Crash Reduction Potential

Cons

- Lower Forecasted Interchange Use (8200/day)
- Weaker Congestion Relief in Auburn
- Lower Access to Auburn Downtown

Interchange Strategy Evaluation: Strategy 2

Land Use

Pros

- Moderate Support for Auburn Comprehensive Plan

Cons

- Potential Development Pressure on Farmland if Interchange Present

Interchange Strategy Evaluation: Strategy 2

Socio-Economic

Pros

Cons

- Lower Potential Residential & Neighborhood Impacts
- Moderate Support for Auburn Comprehensive Plan
- Potential for Moderate Economic Development Support in New Auburn (if new zoning)
- Moderate Support for Downtown Lewiston Econ. Dev.
- Low Potential Impacts to Cultural/Historic Resources

Interchange Strategy Evaluation: Strategy 2

Natural Environment

Pros

- Lower Potential Impacts to Habitat & Wetlands

Cons

Cost

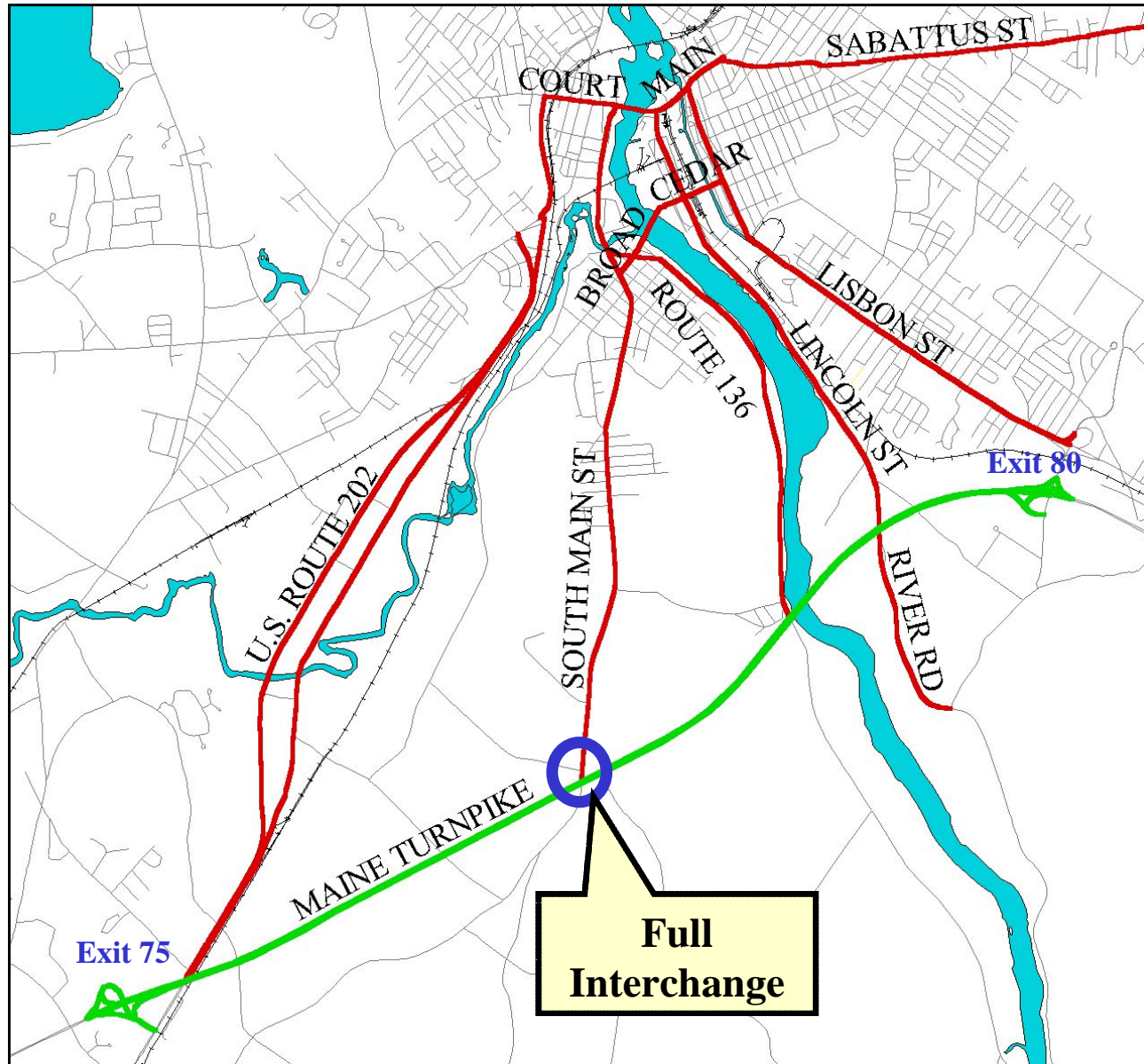
Pros

- Lower Potential Project Costs (\$9.4 Million)
- Moderate \$ Benefits
- Higher Potential Benefit-Cost

Cons

Lewiston-Auburn Downtown Connector / Turnpike Interchange Feasibility Study

Interchange Strategy Evaluation: Strategy 3



So. Main Street Interchange

Interchange Strategy Evaluation: Strategy 3

Transportation

Pros

- High Emergency Access Benefits (if station remains on So. Main Street)
- Interchange Spacing (> 1 mile)
- Moderate Connectivity Provided

Cons

- Lower Interchange Usage (6500/day)
- Least Desirable Route for Downtown Access
- Poor Routing for Trucks
- Highest Potential Roadway Upgrade Needs
- Lowest Congestion Relief

Interchange Strategy Evaluation: Strategy 3

Land Use

Pros

Cons

- Conflicts with Auburn Comprehensive Plan re: Protecting Residential Areas
- Moderate Potential Impacts to Farmland
- Moderate Potential for Direct Residential Impacts

Interchange Strategy Evaluation: Strategy 3

Socio-Economic

Pros

- Low Potential
Historic/Cultural Impacts

Cons

- Lowest Potential Economic
Development Benefits
- Highest Potential for
Neighborhood Impacts

Interchange Strategy Evaluation: Strategy 3

Natural Environment

Pros

- Lower Potential Habitat/
Wetland Impacts

Cons

Cost

Pros

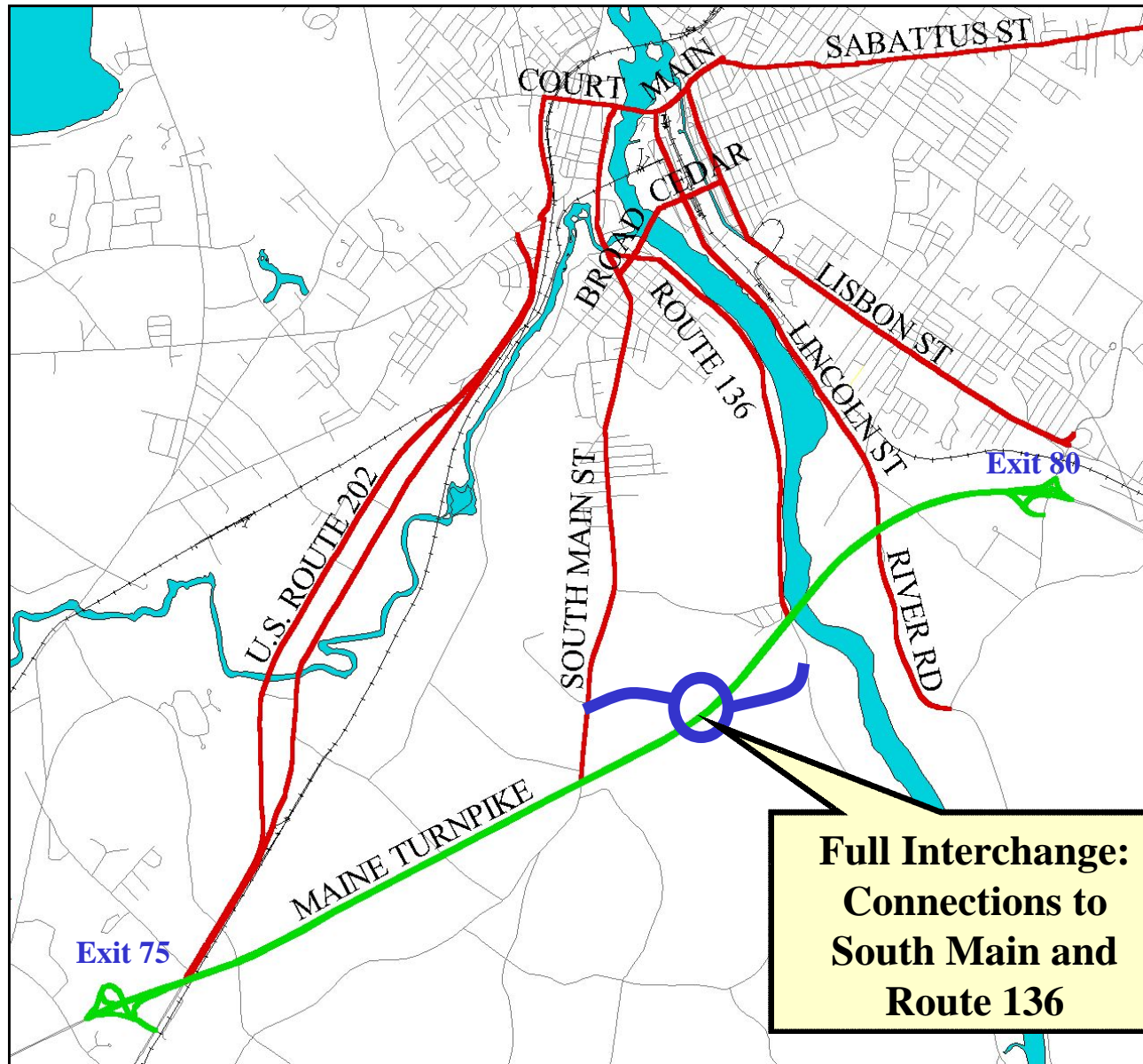
- Lowest Cost (\$7.4 Million)

Cons

- Low \$ Benefits

Lewiston-Auburn Downtown Connector / Turnpike Interchange Feasibility Study

Interchange Strategy Evaluation: Strategy 4



So. Main Street / Route 136
Combination Interchange

Interchange Strategy Evaluation: Strategy 4

Transportation

Pros

- Higher Emergency Access Benefits (if station remains on So. Main Street)
- Interchange Spacing (> 1 mile)
- Moderate Local & Regional Connectivity Provided

Cons

- Lowest Interchange Usage (5500/day)
- Lower Desirable Route for Downtown Access (esp. So. Main Street)

Interchange Strategy Evaluation: Strategy 4

Land Use

Pros

Cons

- Conflicts with Auburn Comprehensive Plan re: Protecting Residential Areas
- Moderate Potential Impacts to Farmland
- Moderate Potential for Direct Residential Impacts

Interchange Strategy Evaluation: Strategy 4

Socio-Economic

Pros

- Moderate Development Access to New Areas in New Auburn (if new zoning)

Cons

- Lower Potential Economic Benefits to Auburn & Lewiston Downtowns
- Moderate Potential Neighborhood Impacts

Interchange Strategy Evaluation: Strategy 4

Natural Environment

Pros

- Lower Potential Impacts to Habitat/Wetlands

Cons

Cost

Pros

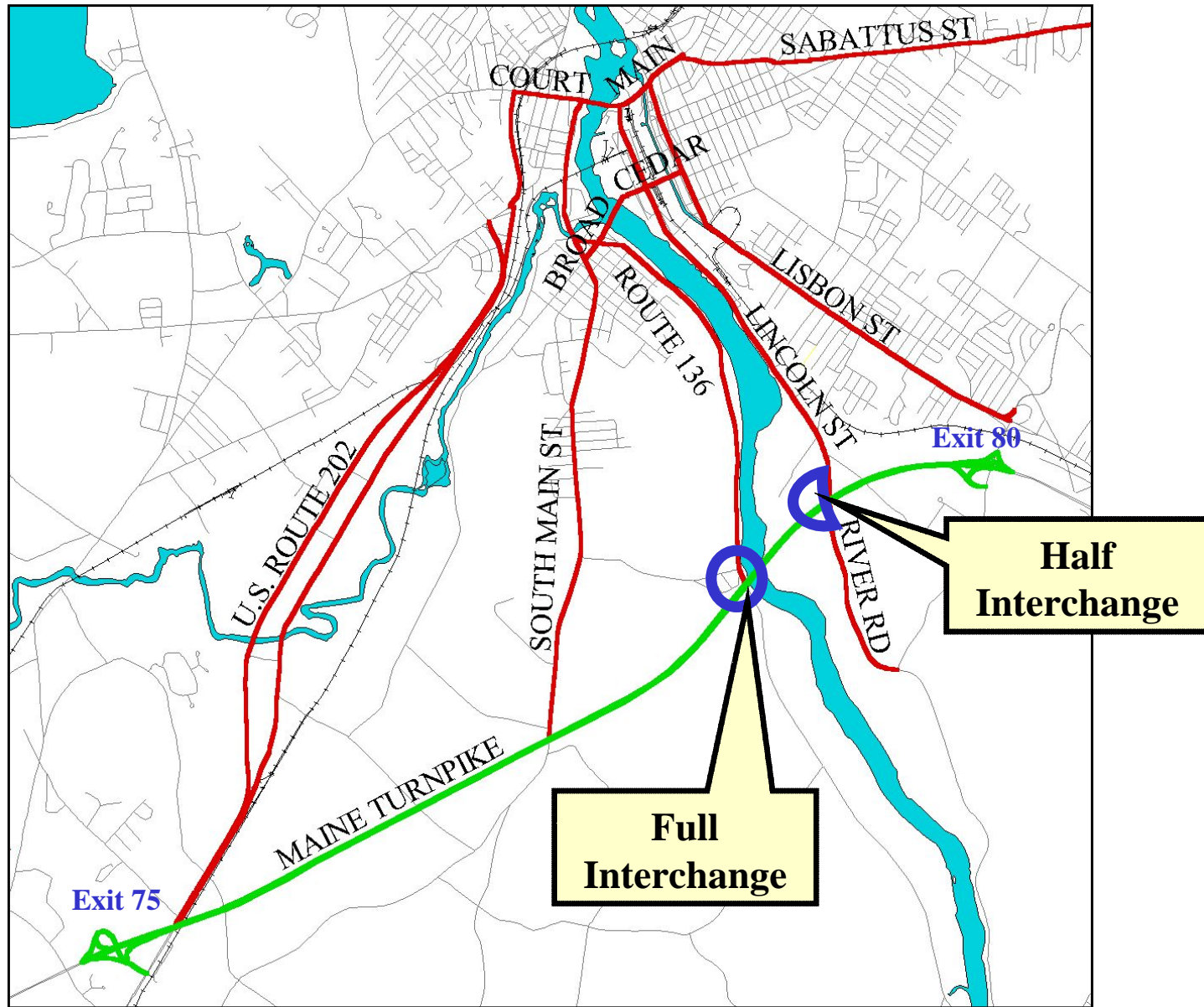
- Lower Range of Project Costs (\$10.4 Million)

Cons

- Lowest Project \$ Benefits
- Lowest Benefit-Cost

Lewiston-Auburn Downtown Connector / Turnpike Interchange Feasibility Study

Interchange Strategy Evaluation: Strategy 5



**Full Route 136 / Half River
Road Interchange**

Interchange Strategy Evaluation: Strategy 5

Transportation

Pros

Cons

- Highest Interchange Usage
(27,200/day)
- High Auburn & Lewiston
Downtown Access
- High Traffic Congestion
Reduction
- Moderate Crash Reduction
Potential
- High Emergency Access
Benefits
- High Connectivity ('4th bridge)

Interchange Strategy Evaluation: Strategy 5

Land Use

Pros

- Moderate Compatibility with Comprehensive Plans (Lewiston & Auburn)
- Lower Potential for Direct Farmland Impacts

Cons

- Potential for Development Pressure in Auburn in Current AG zone

Interchange Strategy Evaluation: Strategy 5

Socio-Economic

Pros

Cons

- Higher Potential Downtown Economic Development Benefits
- Higher Potential Development Benefits Outside Downtowns
- Lower Potential Neighborhood & Business Impacts

Interchange Strategy Evaluation: Strategy 5

Natural Environment

Pros

- Lower Potential Impacts to Habitat & Wetlands

Cons

Cost

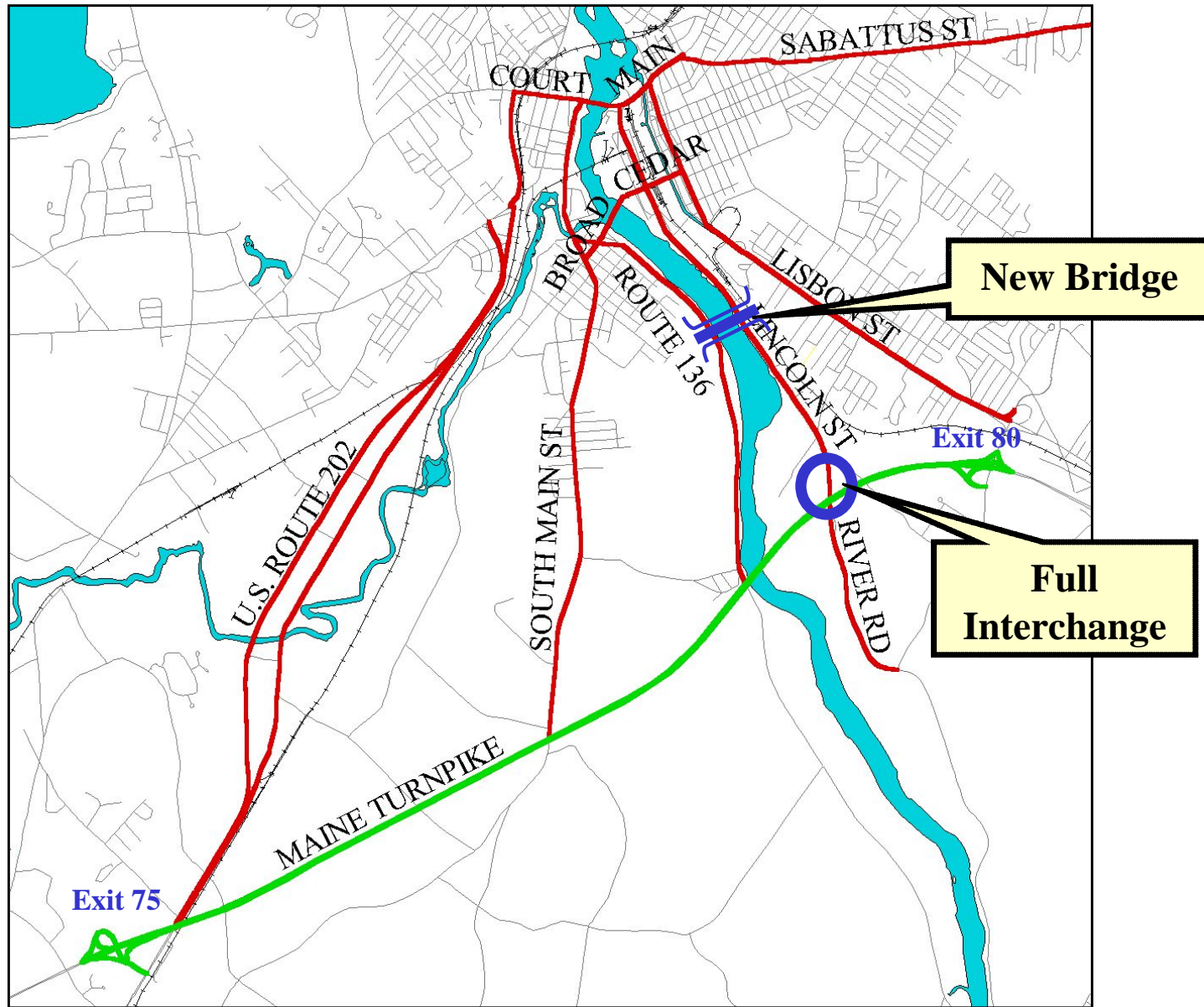
Pros

- Moderate Range of Project Costs (\$14.2 Million)
- High Potential \$ Benefits
- High Benefit-Cost

Cons

Lewiston-Auburn Downtown Connector / Turnpike Interchange Feasibility Study

Interchange Strategy Evaluation: Strategy 1A



River Road Interchange with New Bridge

Interchange Strategy Evaluation: Strategy 1A

Transportation

Pros

- High Traffic Congestion Reduction in Lewiston & Auburn
- Moderate Interchange Usage (18,300 vehicles/day)
- High Crash Reduction Potential
- Moderate Local Road Connectivity Benefits
- Moderate Regional Road Connectivity Benefits
- Moderate Emergency Access

Cons

- Lower Access Benefits to Auburn

Interchange Strategy Evaluation: Strategy 1A

Land Use

Pros

- Moderate Compatibility with Lewiston Comprehensive Plan
- Lower Potential for Direct Farmland Impacts

Cons

- Weaker Compatibility with Auburn Comprehensive Plan
- Potential Development Pressure on Farmland if Interchange Present

Interchange Strategy Evaluation: Strategy 1A

Socio-Economic

Pros

- Moderate Economic Development Benefits to Auburn Downtown
- Higher Economic Benefit to Lewiston Downtown & Exit 80 area
- Lower Potential Impacts to Cultural/Historic Resources

Cons

Interchange Strategy Evaluation: Strategy 1A

Natural Environment

Pros

- Lower Potential Impacts to Habitat / Wetlands

Cons

- New River Crossing

Cost

Pros

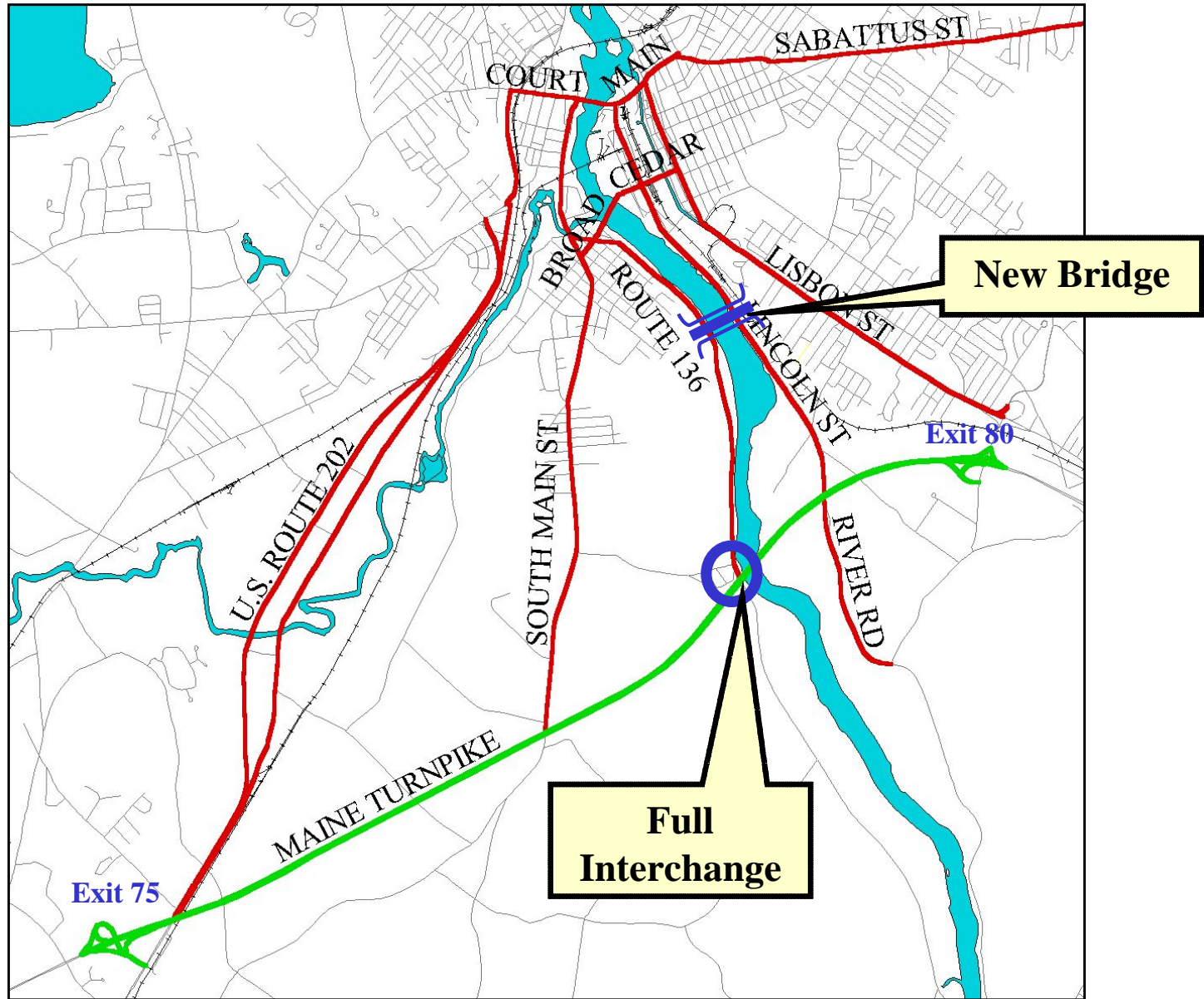
- Higher Range of Project \$ Benefits
- Moderate Benefit-Cost

Cons

- Higher Range of Project Costs (\$20.6 Million)

Lewiston-Auburn Downtown Connector / Turnpike Interchange Feasibility Study

Interchange Strategy Evaluation: Strategy 2A



Route 136 Interchange with New Bridge

Interchange Strategy Evaluation: Strategy 2A

Transportation

Pros

- Strong Regional Connectivity (Connects to state highway)
- Higher Local Connectivity ('4th & 5th bridge')
- Higher Lewiston Congestion Relief
- Higher Emergency Access

Cons

- Lower Forecasted Interchange Use (8550/day)
- Weaker Auburn Congestion Relief in
- Lower Access to Auburn Downtown
- Weaker Crash Reduction Potential

Interchange Strategy Evaluation: Strategy 2A

Land Use

Pros

- Moderate Support for Auburn Comprehensive Plan
- Support for Current Lewiston zoning (UE)

Cons

- Potential Development Pressure on Farmland if Interchange Present

Interchange Strategy Evaluation: Strategy 2A

Socio-Economic

Pros

- Moderate Support for Downtown Economic Development
- Moderate Benefits to New Auburn Neighborhood (traffic relief to South Bridge)

Cons

- Potential Impacts to Lewiston Neighborhoods

Interchange Strategy Evaluation: Strategy 2A

Natural Environment

Pros

- Lower Potential Impacts to Habitat & Wetlands

Cons

- New River Crossing

Cost

Pros

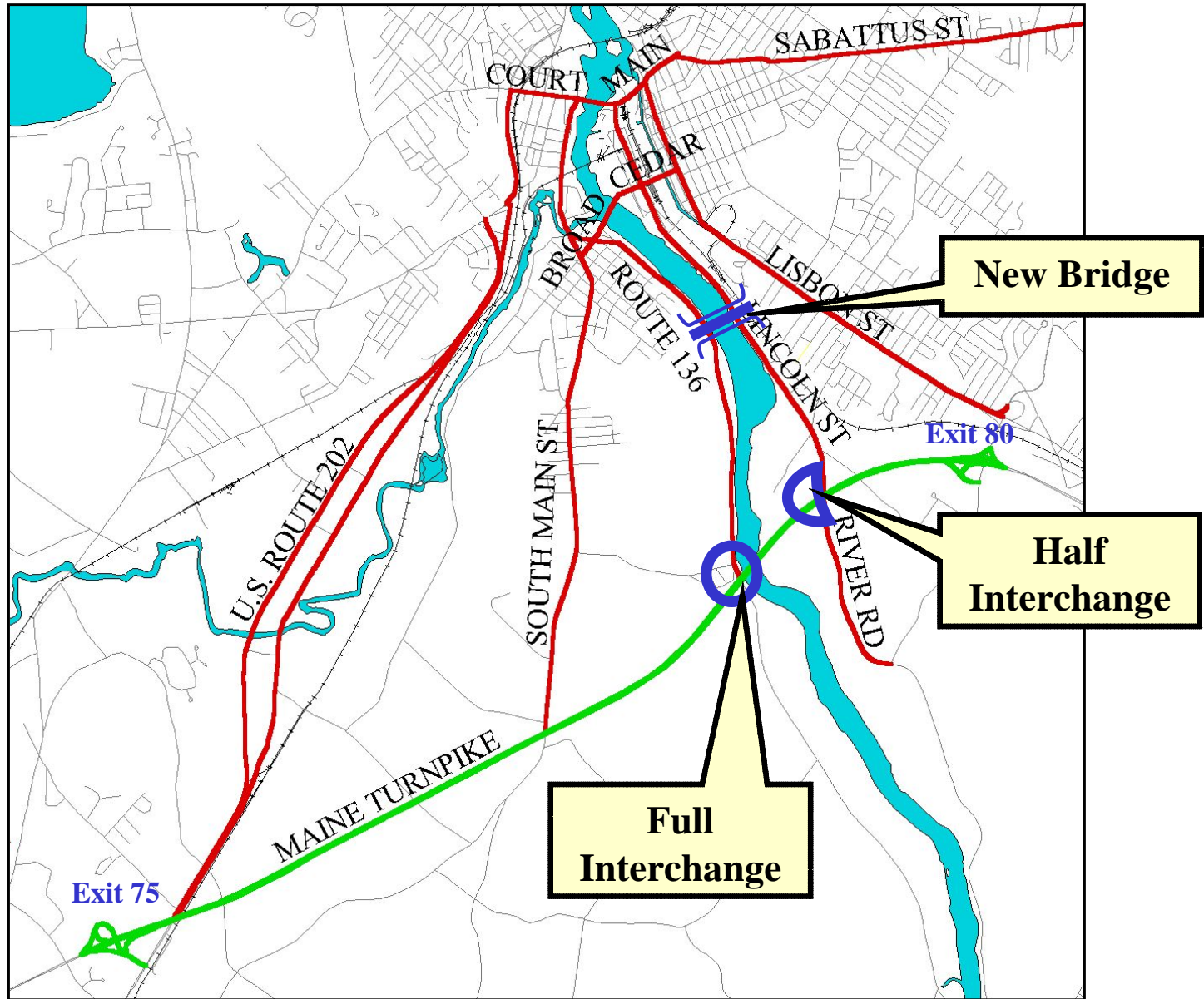
- Middle Range of \$ Benefits

Cons

- Higher Range of Project Costs (\$17.3 Million)
- Lower Range of Benefit-Cost

Lewiston-Auburn Downtown Connector / Turnpike Interchange Feasibility Study

Interchange Strategy Evaluation: Strategy 5A



Full Route 136 / Half River Road Interchange with New Bridge

Interchange Strategy Evaluation: Strategy 5A

Transportation

Pros

Cons

- Highest Interchange Usage (27,100/day)
- High Auburn & Lewiston Downtown Access
- High Traffic Congestion Reduction, Lewiston
- Highest Crash Reduction Potential
- High Emergency Access Benefits
- High Local/Regional Connectivity ('4th & 5th bridge')

Interchange Strategy Evaluation: Strategy 5A

Land Use

Pros

- Moderate Compatibility with Comprehensive Plans (Lewiston & Auburn)
- Lower Potential for Direct Farmland Impacts

Cons

- Potential for Development Pressure in Auburn in Current AG zone

Interchange Strategy Evaluation: Strategy 5A

Socio-Economic

Pros

- Highest Potential Economic Development Benefits, all areas
- Lower Potential for Neighborhood Impacts (+/-)

Cons

Interchange Strategy Evaluation: Strategy 5A

Natural Environment

Pros

- Lower Potential Impacts to Habitat & Wetlands

Cons

- New River Crossing

Cost

Pros

- Highest \$ Benefits

Cons

- Highest Project Costs (\$22.1 Million)
- Lower Range of Benefit-Cost

Strategy Evaluation Matrix: Findings / Conclusions

Goal/Objective	No Build	Build Strategies							
		#1. River Road	#2. Route 136	#3. South Main Street	#4. South Main / Rt. 136 Combo.	#5. Full Route 136 / Half River Road	#1A. River Rd with New Bridge	#2A. Route 136 with New Bridge	#5A. Full Route 136 & Half River Rd with New Bridge
Transportation: Congestion, Safety, Access, etc	-	+	+	-	+/-	++	+	+	+++
Land Use: Comp. Plans, Farmland, etc	+/-	+++	+	-	+/-	+++	+++	+	+
Socio-Economic: Devel. Enhancement, Neighborhoods, etc	-	+	+	- -	-	+	+	+	+++
Natural Environment: Wetlands, Habitat, etc	+	+++	+	+	+	+	+	+	+
Benefits & Cost: Benefits, Costs	-	+++	+++	+	- -	+++	+	+	+

Questions ????

For More Information:

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