

AROOSTOOK COUNTY TRANSPORTATION STUDY
ROUTE 1-161 CONNECTOR
CARIBOU, AROOSTOOK COUNTY, MAINE

Final Environmental Impact Statement

Submitted Pursuant to 42 U.S.C. § 4332 (2)(c)

by the

U.S. Department of Transportation, Federal Highway Administration

and the

Maine Department of Transportation

Cooperating/Coordinating Agencies

U.S. Army Corps of Engineers

U.S. Environmental Protection Agency

U.S. Fish and Wildlife Service

Maine Department of Environmental Protection

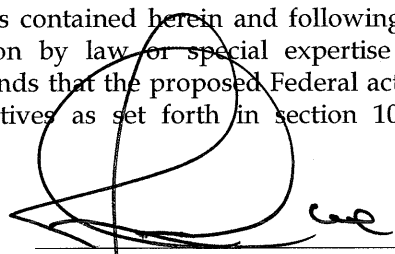
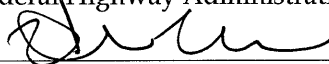
Abstract: This statement concerns the potential environmental impacts associated with the Tier 1 Corridors identified for the Aroostook County Transportation Study, and one of the Tier 2 segments (Segment 4, the Route 1-161 Connector in Caribou). The purpose of the ACTS is to evaluate transportation alternatives that would improve the region's economy by improving transportation mobility. Decision making regarding the selection of an overall Preferred Corridor and the segments that compose it is being deferred for an unspecified amount of time. The more specific purpose for Segment 4 is to enhance regional transportation by improving traffic mobility in Caribou. This FEIS evaluates six alignment options for impacts to cultural and natural resources, socioeconomic concerns, visual and scenic resources, hazardous materials, existing land use, and local/regional transportation needs. The Preferred Alternative, Alignment Option 4B, is a refinement of SDEIS Alignment Option 3. The Preferred Alternative would be a new 2-lane controlled access highway extending east and north from the Route 1/Route 89 intersection, crossing Route 1 north of the Cary Medical Center, and connecting to Route 161 at a point approximately 1.25 miles south of Ogren Road. Implementation of the proposed project would provide transportation improvements which improve travel times and mobility and decrease the volume of through trucks in downtown Caribou, while at the same time minimizing environmental and community impacts. Sufficient right-of-way would be acquired to allow the Route 1-161 Connector to be widened to 4 lanes in the future.

The Preferred Alternative will result in the loss of approximately 3.4 acres of wetlands. The Preferred Alternative will not involve the use of lands subject to Section 4(f) of the DOT Act.

After careful and thorough consideration of the facts contained herein and following consideration of the views of those Federal agencies having jurisdiction by law or special expertise with respect to the environmental impacts described, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in section 101(a) of the National Environmental Policy Act of 1969.

Nov. 25, 2009
Date of Approval

Nov. 25, 2009
Date of Approval


Jonathan McDade, Division Administrator
Federal Highway Administration

David Cole, Commissioner
Maine Department of Transportation