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Introduction

How to Read This Chapter: This chapter defines the actions by the Federal Highway Administration (FHWA) and the Maine Department of Transportation (MaineDOT) that are the subject of this Final Environmental Impact Statement (FEIS) and establishes the purpose of and need for these actions. In addition, this chapter reviews the history of the study and the relevant issues considered in the FEIS. It also lists the federal and state permits and actions likely to be necessary in order to implement the Proposed Action.

All accompanying figures are bound separately in Volume 2 of this FEIS.

1.1 Introduction

The FHWA and the MaineDOT have undertaken the Aroostook County Transportation Study (ACTS) pursuant to the National Environmental Policy Act (NEPA) and the Maine Sensible Transportation Policy Act (STPA) to identify transportation improvements that will enhance travel mobility and efficiency within northeastern Aroostook County and support regional economic growth.

The ACTS has been undertaken as a phased study, as described in the Notice of Intent and subsequent NEPA documents. The purpose of the Tier 1 study (the ACTS) is to identify potential corridors that would satisfy the transportation and economic objectives of the ACTS. The Tier 1 study also identified segments of the overall north-south corridor that could be funded and constructed within a reasonable timeframe as funding became available. These Tier 2 segments have logical endpoints (termini) and independently enhance travel mobility and efficiency. This FEIS addresses both the Tier 1 ACTS corridors and one of the Tier 2 segments, the Route 1-161 Connector in Caribou.

1.1.1 Study Area

The Study Area for the ACTS comprises the northeast corner of the state and is shown on Figure 1-1. It includes the central and northeastern portions of Aroostook County, and is bounded on the south by I-95; on the west by Route 11, and on the north and east by the Canadian Province of New Brunswick. Because I-95 terminates in Houlton in the far southeast corner of the Study Area, the majority of the Study Area has no Interstate highway access. The Study Area is approximately 100 miles long and 25 to 40 miles wide, encompassing approximately 2,760 square miles.

The Study Area is sparsely populated, with a population of 70,576 people according to the 2000 United States (U.S.) Census. The majority of the population (39,115) lives in the Presque Isle-Caribou area in the central portion of the Study Area. For a more detailed description of the geography and settlement patterns within the Study Area, please refer to Chapter 1, page 1-1, of the February 2002 Draft Environmental Impact Statement (DEIS). Section 3.3 (page 3-22) of the DEIS discusses the land use patterns along the highway corridors that are the subject of this FEIS.

1.1.2 Study History Prior to the ACTS

As discussed in the DEIS, consideration of new controlled-access highways in northern Aroostook County dates back to the 1960s. I-95 was extended to Houlton and the Canadian border in 1966. Feasibility studies related to an extension of I-95 to the St. John Valley were done in 1968, 1988, 1994, and 1997. The 1997 study found that a new 4-lane Interstate-type highway would provide greater economic benefit to Aroostook County than would a 2-lane arterial alternative or upgrade alternative; however, the 2-lane arterial would be the least costly and would provide the greatest travel benefits per unit cost.¹

Other transportation improvements within the Study Area have also been considered to alleviate localized transportation deficiencies. In 1993, MaineDOT studied the feasibility of constructing a bypass around downtown Presque Isle to separate through traffic from local traffic, thereby easing congestion and reducing the potential for accidents within the Presque Isle Central Business District.

1.1.3 ACTS DEIS

The ACTS began in April 1999 with a symposium held in Caribou at which FHWA, MaineDOT, and then-Governor Angus King introduced the study to municipal officials, business leaders, and the public. Attendees at the symposium were asked to

¹ Wilbur Smith Associates and Coastal Environmental, Inc. May 20, 1997. *Final Report, Houlton to Fort Kent Transportation Study, Aroostook County, Maine, PIN 6462.00*. Report prepared for the MaineDOT.

provide input on the Purpose and Need for the study as well as other transportation issues that they would like to see addressed as part of the study.

The Scoping Process for the DEIS was initiated by a Notice of Intent to prepare an Environmental Impact Statement published in the *Federal Register* (week of September 17, 1999). A series of Public Scoping Meetings were held on September 14, 15, and 16, 1999 in Frenchville, Presque Isle, and Houlton, Maine, respectively.

A Public Advisory Committee (PAC) composed of representatives from throughout the Study Area was formed to assist MaineDOT with this Study. The PAC has provided input on the Purpose and Need, assisted with the highway corridor screening process, and provided on-going review of findings related to transportation, economic, and environmental impacts. The first PAC meeting was held on June 8, 1999. The most recent PAC meeting (the 28th) was held October 2, 2007.

The Notice of Availability of the DEIS appeared in the *Federal Register* on March 8, 2002. The DEIS presented the screening process that led to the identification of the 4 alternative highway corridors that were analyzed in detail, along with the No-Action Alternative. The 4 corridors, designated as Composite Corridor 1 (C1), Composite Corridor 2 (C2), Corridor Hm, and Corridor Km, extended the length of the Study Area from I-95 to the St. John Valley. The DEIS Corridors are shown on Figure 1-2. Corridors Hm and Km were generally new-alignment corridors, while Corridors C1 and C2 were comprised mainly of existing highways, making use of Routes 1 and 161.

A series of 3 public hearings on the DEIS were held in Presque Isle, Frenchville, and Houlton on March 19, 20, and 21, 2002, respectively. At these hearings, FHWA and MaineDOT heard testimony with regard to the 4 DEIS Corridors. The comment period on the DEIS closed on April 30, 2002. Responses to these comments were provided in Volume 3 of the SDEIS.

1.1.4 Post-DEIS Study

Based upon the results of the DEIS and comments received on it, MaineDOT undertook additional studies to further analyze potential highway corridors. These studies included:

- MaineDOT examined potential locations for a new commercial border crossing facility in the St. John Valley. Suitable locations were identified in Van Buren and along Route 1 east of downtown Madawaska. A Feasibility Study for the International Commercial Border Crossing Facility is currently underway.

- MaineDOT evaluated potential new routes for a highway connection between Route 161 in Cross Lake Township and the proposed border crossing location. These routes are longer and farther east than the highway connection that was part of Corridors C1 and C2 in the DEIS. The DEIS connection provided a new north-south highway between Route 161 in Cross Lake Township with Route 1 west of Madawaska in Frenchville.
- MaineDOT examined a number of additional options for the Presque Isle Bypass portion of DEIS Corridors Hm, C1, and C2.
- MaineDOT examined additional options for the Route 1-161 Connector in Caribou portion of Corridors C1 and C2.
- MaineDOT examined potential alternatives for a new interchange at I-95 and Route 1 in Houlton.

Based upon the findings from the DEIS and these additional studies, FHWA and MaineDOT dismissed Corridor Km from further consideration; modified the remaining 3 DEIS Corridors; and developed a new composite corridor composed of the southern portion of Corridor C1 and the northern portion of Corridor Hm.

1.1.5 DEIS Re-evaluation

In compliance with the FHWA's NEPA regulations (23 CFR 771.129), because more than 3 years passed since the publication of the DEIS and the preparation of a Final Environmental Impact Statement (FEIS), MaineDOT prepared a Re-evaluation of the DEIS to determine if there had been significant changes to the environment that would have a bearing on the proposed action or its impacts. The June 2005 Re-evaluation determined that, because MaineDOT had modified the highway corridors under study and identified a large number of potentially historic structures along those corridors, a SDEIS was warranted. By preparing a SDEIS, FHWA and MaineDOT provided the public, as well as state and federal review agencies, with the opportunity to comment on the new information provided in the SDEIS, and in particular the Draft Section 4(f) Evaluation. FHWA and MaineDOT have provided responses to comments on the SDEIS in this FEIS. The SDEIS comment letters and Public Hearing transcripts are provided in Appendix B (see Chapter 6, Response to Comments).

1.1.6 SDEIS

The SDEIS was prepared in conformance with the requirements of the Council on Environmental Quality (CEQ) NEPA regulations and with FHWA's NEPA

regulations and guidance documents.² The purpose of the SDEIS was to present new and updated information with regard to changes in the study and environment that occurred since the February 2002 DEIS. Most importantly, MaineDOT dismissed from consideration one of the DEIS corridors, modified the remaining DEIS corridors, including both their proposed routes and typical cross sections, and added a new corridor. There was also an important change in the environmental setting of the proposed corridors. MaineDOT identified over 1,000 structures that are greater than 50 years old along the study corridors. Of these, approximately 100 have been determined to be on or eligible for listing on the National Register of Historic Places. Finally, through detailed aerial photo interpretation, wetland resources were mapped at a higher level of detail along the corridors than was done for the DEIS.

MaineDOT and FHWA prepared the SDEIS (published in June 2006) as a Tiered NEPA document, and it included both Tier 1 and Tier 2 level analyses. The Notice of Availability of the SDEIS appeared in the *Federal Register* on July 3, 2006.

At the Tier 1 level, similar to the DEIS, it described 4 major north-south corridors connecting I-95 to the St. John Valley. These corridors were generally modifications of those studied in the DEIS. The SDEIS Tier 2 analysis consisted of an evaluation of 3 of the 11 segments. The 3 segments listed below comprised the SDEIS Proposed Action.

- Segment 2 – an approximately 25.9-mile, 2-lane upgrade of Route 161 between Caribou and Cross Lake Township;
- Segment 4³ – the Route 1-161 Connector – an approximately 5.5-mile new connection between the Route 1/ High Street intersection and Route 161 in Caribou; and
- Segment 7 – the Presque Isle Bypass – a new 10-mile long bypass east of downtown Presque Isle.

1.1.7 SDEIS Re-evaluation

In compliance with the FHWA’s NEPA regulations (23 CFR 771.129), because more than 3 years passed since the publication of the SDEIS and the preparation of a Final Environmental Impact Statement (FEIS), MaineDOT prepared a Re-evaluation of the SDEIS to determine if there had been significant changes to the environment that would have a bearing on the proposed action or its impacts (see Appendix C). The March 2009 Re-evaluation included, in compliance with FHWA’s NEPA regulations (23 CFR 771.111(f)), a Logical Termini and Independent Utility Analysis for Segment 4 (Route 1-161 Connector in Caribou) and Segment 7 (Presque Isle Bypass).

² See Section 1.6 on page 1-11 for citations of CEQ regulations and FHWA NEPA regulations.

³ The length of Segment 4 in this FEIS has been reduced to 4.3 miles.

In a letter dated April 2, 2009, the FHWA Division Administrator determined that there was no need to supplement the ACTS SDEIS and approved MaineDOT's request to independently advance 2 segments of the ACTS (Segments 4 and 7) as stand-alone NEPA projects (see Appendix C).

1.1.8 Post SDEIS

Since the publication of the SDEIS in June 2006, MaineDOT has focused on advancing the segments that comprise the SDEIS Proposed Action: Segment 4, the Route 1-161 Connector in Caribou and Segment 7, the Presque Isle Bypass. MaineDOT has deferred action on Segment 2.

MaineDOT, in consultation with federal and state environmental regulatory agencies (through the United States Army Corps of Engineers (USACE) Section 404 Highway Methodology Process (Highway Methodology), as described in Section 1.5, page 1-11) and the cities of Caribou and Presque Isle, has modified the SDEIS Alignment Options for Segment 4 and Segment 7 to reduce impacts to environmental resources, particularly wetlands, farmland, and residential and commercial property. At the completion of Phase 2 of the Highway Methodology process, the USACE identified Alignment Option 4B as the Least Environmentally Damaging Practicable Alternative (LEDPA) for Segment 4 (See Appendix A). For Segment 7, a LEDPA has yet to be identified. Coordination with the USACE and other environmental regulatory agencies to identify a LEDPA for Segment 7 is on-going.

1.2 Purpose and Need

As was presented in the DEIS and the SDEIS, the purpose of the ACTS is to evaluate transportation alternatives that would improve the region's economy by improving transportation mobility. Aroostook County has an inadequate transportation system that limits access and mobility to, from, and within the county. Poor mobility in turn limits economic opportunity.

Specific elements of the need for transportation improvements include:

- A long-term loss of population in Aroostook County;
- A chronically higher unemployment rate in the Study Area than the state average;
- A job growth rate which has been chronically below the state average;
- A lack of diverse job opportunities, which would retain and attract workers; and

- A need to improve transportation access to, from, and within Aroostook County and the surrounding provinces to improve access to jobs, reduce long distances and travel times for goods to market, and address issues of transportation system continuity.

For a complete discussion of the Purpose and Need of the ACTS, refer to Section 1.2 (page 1-6) of the DEIS. As the ACTS has progressed, FHWA and MaineDOT have focused on those objectives within the overall Purpose and Need that are most closely related to the Study's purpose, which is to identify transportation improvements that will improve the region's mobility and provide economic benefits. Other objectives contained in the DEIS Purpose and Need statement have been given less attention because they are not directly related to mobility and economic benefits. These include, for example, accommodating higher truck weights and addressing wildlife conflicts.

During the Highway Methodology process, the USACE, in consultation with MaineDOT, identified a Basic Project Purpose (BPP) for Segment 4, the Route 1 – 161 Connector. The BPP for Segment 4 is **“the purpose of the Segment 4 transportation improvements is to enhance regional transportation by improving connectivity and reducing travel times between Route 161 and Route 1 at Caribou, Maine thereby improving public safety and traffic flow/mobility in downtown Caribou.”**

1.3 Scope of the FEIS

This FEIS has been prepared in conformance with the requirements of the Council on Environmental Quality (CEQ) NEPA regulations and with FHWA's NEPA regulations and guidance documents.⁴ This FEIS has four main purposes:

- Respond to comments on the SDEIS with respect to the Tier 1 corridors;
- Refine the Proposed Action in response to the comments on the SDEIS;
- Disclose the environmental consequences of Segment 4; and
- Identify the mitigation commitments for Segment 4.

1.3.1 Study Phasing

The ACTS has been undertaken as a phased study. The purpose of the DEIS was to identify potential corridors within which specific highway alignments could be further refined and analyzed in subsequent NEPA documents. This approach was spelled out clearly in the Summary of the DEIS (page S-1) which stated:

⁴ See Section 1.5 on page 1-10 for citations of CEQ regulations and FHWA NEPA regulations.

“Each of the corridors analyzed in this DEIS is a broad band extending from I-95 to Madawaska. Within each of these bands are several potential highway alignments. In subsequent phases of this Study, specific highway alignments within the Preferred Corridor would be identified and analyzed. Due to the length of the Study Area, it is likely that the Preferred Corridor would be divided into several segments or phases for future analysis. NEPA compliance (which may include a FEIS, a Supplemental EIS, Environmental Assessment, or Categorical Exclusion documentation) would be required for each phase.”

The phased approach taken for the ACTS is fully consistent with the use of tiering as described in the CEQ’s NEPA regulations. The CEQ’s NEPA regulations encourage the use of tiered EISs to focus analysis on the actual issues that are ripe for decision and exclude from consideration issues that are already decided or not yet ripe (see 40 CFR 1508.28). FHWA’s NEPA regulations also state that a tiered approach may be suitable in some instances:

“The first tier EIS would focus on broad issues, such as general location.... and land use implications of the major alternatives. The second tier would address site-specific details on project impacts, costs, and mitigation measures.”
(23 CFR 771.111(g)).

The Tier 1 DEIS examined 4 major corridors at a macro-level, basing the impact analysis on GIS-level information and using uniform impact widths (300 feet for new corridors and 150 feet for upgraded corridors). It did not attempt to identify or analyze impacts of specific highway alignments within the corridors, nor did it examine the use of reduced right-of-way widths and/or specific roadway cross sections.

MaineDOT and FHWA identified the SDEIS as a Tiered NEPA document, and it included both Tier 1 and Tier 2 level analyses. At the Tier 1 level, similar to the DEIS, it described 4 major north-south corridors connecting I-95 to the St. John Valley. The 4 corridors were divided into 11 segments that represented potential second phase or Tier 2 projects. In compliance with FHWA’s segmentation criteria (23 CFR 771.111(f)), each segment has logical termini, independent utility, and would not restrict consideration of alternatives for other segments. Each segment was developed such that it could be funded and constructed within a reasonable timeframe as funding becomes available.

This FEIS identifies a “**Proposed Action**” that consists of 2 of the 11 segments, Segment 4 and Segment 7. This FEIS presents Tier 2, alignment-specific, information for Segment 4. MaineDOT intends to file a Tier 2 FEIS for Segment 7, the Presque Isle Bypass in the near future. MaineDOT intends to advance Segment 4, the “**Proposed Action**,” examined in this FEIS, forward into final design and permitting upon FHWA’s issuance of the Record of Decision (ROD).

For reasons that are presented in Chapter 2, FHWA and MaineDOT have deferred the selection of an overall preferred north-south corridor. Because decision making regarding the selection of a Preferred Corridor and the segments that compose it is being deferred until funds or need are identified, this FEIS presents less detailed information on these Tier 2 Deferred Segments. When MaineDOT reconsiders these segments, either individually or as part of an overall corridor, they will require additional NEPA review. Future NEPA studies will, however, be able to build on the information that has been gathered and analyzed as part of this EIS process.

1.3.2 Comments on the SDEIS

Comments on the SDEIS were received at 3 public hearings and through the mail. Over 400 people attended the public hearings. FHWA received 40 comment letters regarding the SDEIS. Comment letters are found in Appendix B. Responses to SDEIS comments are provided in Chapter 6.

Federal agency comments were submitted by the USACE and the U.S. Environmental Protection Agency (EPA). One state elected official provided comments. State agency comments were submitted by the State Historic Preservation Officer. Local and regional comments were submitted by officials of Caribou, Presque Isle, and the County of Aroostook.

Community organizations and businesses that submitted comments included the Aroostook Municipal Association, the Aroostook Partnership for Progress, Leaders Encouraging Aroostook Development, Loring Commerce Center, Maine Public Service Company, the Northern Maine Development Commission, the Presque Isle Snowmobile Club, and Sleeper's Store of Caribou.

The EPA noted that on-alignment upgrades would be less environmentally damaging than new alignment highways. The EPA recommended that extensive further study would be required for any corridor to address concerns regarding impacts to wetlands, groundwater, and water supplies, and that secondary impacts (uncontrolled growth and induced growth) were also concerns.

Municipalities, community organizations, and businesses expressed a wide range of opinions concerning the preferred corridor. Most communities indicated that the corridor segments proposed as an upgrade or widening of existing highways would adversely impact communities and residents, and would not meet the transportation objectives of the study.

Many of the citizens' letters express concerns that their property would be adversely affected by the proposed highway corridors.

Concerning Segment 4, several citizens and elected officials expressed support for a Route 1-161 Connector in Caribou but many others expressed concern about impacts to residential and commercial property and resulting loss of tax revenue. Several private citizens and federal agencies were concerned about potential impact to wetlands and farmland.

Comment letters are found in Appendix B. Responses to SDEIS comments specific to Segment 4 are provided in Chapter 6.

1.3.3 Relevant Issues for the FEIS

Based upon comments that were received on the SDEIS and others received throughout the study, the major issues for the FEIS analysis, particularly concerning Segment 4 in Caribou, include:

- Transportation impacts, including improved mobility, safety, and reduced travel times;
- Land use impacts, particularly those to active farms, and impacts caused by property takings along existing and proposed new highways;
- Impacts to cultural resources, primarily those to historic properties along existing and proposed new highways;
- Impacts to the natural environment, particularly those to aquatic systems, and the potential for habitat fragmentation; and
- The potential for secondary impacts, beneficial and/or adverse, caused by induced development.

1.4 Federal and State Decisions and Actions

This FEIS has been prepared to summarize the analyses conducted since the SDEIS; to identify a Proposed Action; to explain why decision making has been deferred for some corridor segments; to respond to comments received on the SDEIS for Segment 4; and to assess the potential transportation, social, economic, and environmental impacts of the Proposed Action. Following the completion of this FEIS, FHWA will issue a ROD that will identify the preferred alternative, and summarize mitigation measures that will be incorporated into the proposed project.

This FEIS also helps MaineDOT to meet the requirements of the Maine Sensible Transportation Policy Act (STPA), which requires MaineDOT to “evaluate the full range of reasonable transportation alternatives for significant highway construction or reconstruction projects.”

MaineDOT actions that may proceed after the completion of this EIS process may include final design, right-of-way acquisition, construction, permitting, and implementation of mitigation measures.

1.5 Regulatory Coordination

The Caribou Route 1-161 Connector will require a Section 404 Permit under the Clean Water Act from the U.S. Army Corps of Engineers (USACE). In order to coordinate the USACE's Section 404 permitting process with the NEPA process, MaineDOT submitted to the USACE a Phase I Avoidance Technical Memorandum (June 2007) and a Phase II Permit Application (December 2007) in accordance with the Highway Methodology requirements.⁵ The Highway Methodology is the process that the New England Division of the USACE uses to coordinate the Section 404 review process with the NEPA process.

The USACE, in coordination with the U.S. Environmental Protection Agency (EPA), the U.S. Fish & Wildlife Service (USFWS), and other participating agencies, determined that of the 8 alternatives presented in the Phase I document, 5 would be advanced to Phase II: No Build Alternative, Upgrade/Transportation System Management (TSM) Alternative, and Alignment Options 4A, 4B, and 4C.

The Phase II Permit Application presented more detailed information on the alignment options advanced from Phase I to allow for meaningful agency and public comment. In a letter dated September 18, 2008, the USACE identified Alignment Option 4B as the Least Environmentally Damaging Practicable Alternative (LEDPA) (See Appendix A).

1.6 Applicable Regulations, Permits Preliminary Cost Estimates, and Required Coordination

This section describes federal and state statutes and regulations that require interagency and public coordination during preparation and review of an EIS. These programs also require that certain permits and approvals be obtained prior to construction. A preliminary cost estimate for the Segment 4 Alternatives and Alignment Options is also provided.

This FEIS helps MaineDOT to meet the requirements of the Maine Sensible Transportation Policy Act (STPA), which requires MaineDOT to “evaluate the full range of reasonable transportation alternatives for significant highway construction or reconstruction projects.”

⁵ USACE New England Division. October 1993. *The Highway Methodology Workbook. Integrating Corps Section 404 Permit Requirements with Highway Planning and Engineering and the NEPA EIS Process.*

MaineDOT actions that may proceed after the completion of this EIS process may include final design, right-of-way acquisition, construction, permitting, and implementation of mitigation measures.

1.6.1 Applicable Regulations

Federal statutes and regulations that are applicable to this study include:

- NEPA as amended, and regulations found at 40 CFR 1500-1508 and the FHWA NEPA regulations at 23 CFR 774;
- Sections 401 and 404 of the Clean Water Act of 1972, as regulated by the USACE and the EPA through 33 U.S.C. 1251-1376;
- Section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. 303 and 23 CFR 774;
- Section 6(f) of the Land and Water Conservation Fund Act of 1965, 16 U.S.C. 460;
- Section 106 of the National Historic Preservation Act of 1966, 36 CFR 800;
- Clean Air Act, 42 U.S.C. 7401-7671q;
- Farmland Protection Policy Act, 7 U.S.C. 4201-4209;
- 23 USC 109, Federal-aid Highway Standards;
- Endangered Species Act of 1973, 16 U.S.C. 1531 et. seq as regulated at 50 CFR 17;
- Executive Order 11990, Protection of Wetlands, May 24, 1977;
- Executive Order 11988, Protection of Floodplains, May 24, 1977;
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, February 11, 1994;
- EPA, National Pollutant Discharge Elimination System, 40 CFR 122;
- Magnuson-Stevens Fishery Conservation and Management Act, 50 CFR Part 600; and
- Uniform Relocation Assistance and Real Property Act of 1970, 42 U.S.C. 61.

State statutes and regulations that are applicable to this study include:

- Maine Sensible Transportation Policy Act of 1991, 23 M.R.S.A. § 73;
- Maine Department of Environmental Protection, Natural Resources Protection Act, 38 M.R.S.A. § 480-A et seq;

- Maine Department of Environmental Protection, Solid Waste Management Law, 38 M.R.S.A. § 1301;
- Maine Department of Environmental Protection/Maine Department of Transportation, Stormwater Memorandum of Agreement, December, 2007;
- Maine Endangered Species Act of 1975, 12 M.R.S.A. § 7751 et seq; and
- Maine Land Use Regulatory Commission, 12 M.R.S.A. § 684.

1.6.2 Required Permits

Table 1-1 (page 1-13) lists the federal and state permit and approvals required for the Route 1-161 Connector in Caribou.

**Table 1-1
Required Permits and Approvals**

PERMIT OR APPROVAL	AGENCY
Federal	
FEIS	Federal Highway Administration
Individual Clean Water Act Section 401/404 permit	U.S. Army Corps of Engineers
NPDES - General Permit for Stormwater Discharges from Construction Sites	U.S. Environmental Protection Agency (US EPA)
Section 106 of the National Historic Preservation Act	Advisory Council on Historic Preservation/ Maine Historic Preservation Commission
State	
Wetlands Individual Permit/ Water Quality Certificate	Maine Department of Environmental Protection

1.6.3 Preliminary Costs Estimates

Table 1-2 (page 1-14) presents preliminary cost estimates for the each of the Segment 4 Alternatives and Alignment Options.

Table 1-2
Preliminary Cost Estimates for Segment 4 Alternatives
and Alignment Options¹

Alternative	Cost (\$ Million)
TSM	unknown
Alignment Option 4A	44.4
Alignment Option 4B	35.0
Alignment Option 4C	21.0

¹ 2008 construction cost estimate

1.6.4 Coordination

The FHWA and MaineDOT have solicited the input of other state and federal agencies through interagency meetings and correspondence.

The Study Team coordinated with federal and state agencies during the preparation of this FEIS to obtain information on environmental conditions, review potential impacts, and obtain agency input. These agencies included the USACE, EPA, NRCS, USFWS, NMFS, MDIF&W, Maine DEP, LURC, MHPC, the Maine State Planning Office (SPO), and the MNAP.

The Study Team also presented information on the progress of the ACTS at Interagency Coordination Meetings held on the following dates:

- April 11, 2006
- August 8, 2006
- March 13, 2007
- April 10, 2007
- June 27, 2007

These meetings were attended by representatives of the USFWS, USACE, EPA, and Maine DEP. A 2-day interagency wetland mitigation field visit was held on November 1 and November 2, 2006. Additionally, an informal public meeting, hosted by the City of Caribou, was held on March 12, 2008 at the Caribou High School. MaineDOT, FHWA, and the USACE attended the meeting and presented information concerning the USACE Highway Methodology Phase II Permit Application for the Route 1-161 Connector in Caribou.

1.7 Overview of FEIS

Chapter 2 of the FEIS describes the screening process that has led to the identification of the Tier 1 corridors and segments, explains why some highway segments are being deferred, and provides an overview of the Tier 1 analysis and responds to comments on the SDEIS with respect to the Tier 1 Corridors.

Chapter 3 presents a summary of the alignment options studied for the Tier 2 Proposed Action (Segment 4, the Caribou Route 1 – 161 Connector) and describes the Preferred Alternative.

Chapter 4 describes the existing conditions within the Segment 4 Study Area, including transportation, land use, economic, social, and cultural environment, the physical and biological environment, and the atmospheric environment.

Chapter 5 presents the analysis of the anticipated direct, secondary, and cumulative transportation, land use, economic, social, cultural, natural resource, and atmospheric impacts for the Proposed Action. It also presents MaineDOT's proposed mitigation measures.

Chapter 6 provides responses to comments received on the SDEIS.

Chapter 7 summarizes the coordination and consultation with federal, state, and local agencies that MaineDOT has undertaken throughout the ACTS as well as the public participation process.

Chapter 8 lists the FEIS preparers.

Chapter 9 provides the FEIS circulation list.

Chapter 10 lists the documents referenced throughout the FEIS.

Chapter 11 is the Index.

Appendix A contains agency correspondence

Appendix B contains the SDEIS comment letters and public hearing transcripts.

Appendix C contains the ACTS SDEIS re-evaluation paper.

Volume 2 contains the FEIS figures

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