

**Appendix G**  
**Corridor and Facility Specific Impacts**  
**of the 2006 Transportation Theme Packages**

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The table below lists the facility specific impacts of the transportation strategies and themes tested for the 2006 Plan. The shaded rows in the table indicate tested strategies. The unshaded rows indicate locations related to the strategies where benefits and impacts of the tested strategy may be inferred.

The analysis focuses on the eight communities added to PACTS in 2002 and on the transportation infrastructure in those communities. The same type of analysis was done for the “original” seven PACTS communities for the 2003 Plan. The two analyses were tied together by incorporating the Best-of Theme strategies from the 2003 Plan into the Base Conditions of the 2006 Plan.

Package / Strategies	Location	2000	2025 NB	'Best Of'	Interstate #1	Interstate #2	Arterial	Benefits
<b>Package #1: Interstate ME Turnpike</b>								
Regional toll; barrier south of Exit 6A; \$1 each direction	Greater Portland							Difficult to isolate the individual effects of these three complementary actions. In general, the strategies attract lesser amounts of traffic to the Turnpike outside of So. Portland/Portland and higher amounts from Exits 45-52. Numbers don't indicate that the strategies draw traffic from the I-295 corridor to the Turnpike. Improves LOS on Turnpike. Shows reductions on Route 1 in Scarborough.
Widen Turnpike to six lanes between 6A and 9 (increase capacity from 6400 to 9600 veh./ hour).	South Portland/Portland							
Increase Turnpike speed limit to 65mph	South Portland/Portland							
<b>Maine Turnpike Volumes</b>								
<i>I-95/Maine Turnpike s/o Exit 32 (4)</i>	Arundel/Biddeford	<b>3995</b>	<b>5045</b>	<b>5010</b>	<b>5070</b>			Negligible change from No Build & 'Best Of'
NB		2025	2550	2540	2550			
SB		1970	2495	2470	2520			
<i>I-95/Maine Turnpike s/o Exit 36 (5)</i>	Biddeford/Saco	<b>5185</b>	<b>6830</b>	<b>6830</b>	<b>7320</b>			+500 veh from No Build & 'Best Of'
NB		2085	2795	2800	3120			
SB		3100	4035	4030	4200			
<i>I-95/Maine Turnpike s/o Exit 42 (6)</i>	Saco/Scarborough	<b>6000</b>	<b>7820</b>	<b>7820</b>	<b>8980</b>			+1200 veh from No Build & 'Best Of'
NB		2250	2860	2860	3330			+500 from No Build & 'Best Of'
SB		3750	4960	4960	5650			+700 from No Build & 'Best Of'
<i>I-95/Maine Turnpike n/o Exit 42 (6)</i>	Scarborough	<b>6710</b>	<b>8840</b>	<b>8800</b>	<b>9495</b>			+650 veh from No Build & 'Best Of'
NB		2580	3390	3330	3645			+250
SB		4130	5450	5470	5850			+400
<i>I-95/Maine Turnpike: n/o Exit 44 (6A)</i>	South Portland	<b>4369</b>	<b>5730</b>	<b>5700</b>	<b>6080</b>			+400 veh from No Build & 'Best Of'
NB		1710	2210	2290	2430			
SB		2659	3520	3410	3650			
<i>I-95/Maine Turnpike: n/o Exit 45 (7)</i>	South Portland/Portland	<b>4710</b>	<b>5880</b>	<b>5690</b>	<b>6910</b>			+1000 veh from No Build & +1200 from 'Best Of'
NB		2360	3000	2790	3470			+470 from No Build
SB		2350	2880	2900	3440			+560 from No Build
<i>I-95/Maine Turnpike: n/o Exit 48 (8)</i>	Portland	<b>4660</b>	<b>5700</b>	<b>5820</b>	<b>7610</b>			+1900 from No Build; +1800 from 'Best Of'
NB		2890	3490	3580	4690			+1200 veh from No Build; +1100 from 'Best Of'
SB		1770	2210	2240	2920			+700 from No Build & 'Best Of'
<i>I-95/Maine Turnpike: n/o Exit 53 (10)</i>	Falmouth	<b>2680</b>	<b>3680</b>	<b>3690</b>	<b>4040</b>			+360 from No Build & 'Best Of'
NB		1880	2630	2640	2850			Marginal change
SB		800	1050	1050	1190			Marginal change
<i>Falmouth Spur</i>	Falmouth	<b>2310</b>	<b>2800</b>	<b>2950</b>	<b>3530</b>			+730 from No Build; +580 from 'Best Of'
NB		1170	1260	1390	1800			+540 from No Build; +400 from 'Best Of'
SB		1140	1540	1560	1730			+200 from No Build & 'Best Of'
<b>I-295 Volumes</b>								
<i>I-295: n/o Exit 3/Westbrook St (3)</i>	South Portland	<b>7180</b>	<b>8670</b>	<b>8470</b>	<b>8430</b>			Marginal change
NB		2770	3270	3130	3060			
SB		4410	5400	5340	5370			
<i>I-295: n/o Exit 6/Forest Ave (6)</i>	Portland	<b>5960</b>	<b>6635</b>	<b>6700</b>	<b>6580</b>			Marginal from No Build & 'Best Of'
NB		3500	3975	3900	3700			
SB		2460	2660	2800	2880			
<i>I-295 @ Tukey's Bridge</i>	Portland	<b>7870</b>	<b>9250</b>	<b>9050</b>	<b>8600</b>			-650 (-7%) from No Build; -450 (-5%) from 'Best Of'
NB		5300	6440	6250	5900			Higher reductions for NB direction than SB
SB		2570	2810	2800	2700			
<i>I-295 n/o Exit 15/Falmouth Spur (11)</i>	Falmouth	<b>5510</b>	<b>6090</b>	<b>6040</b>	<b>6160</b>			Marginal from No Build & 'Best Of'
NB		3680	4120	4090	4100			
SB		1830	1970	1950	2060			
<b>Route 1 Volumes</b>								
<i>Route 1 n/o Rt 9/Broad Turn Road</i>	Scarborough	<b>3355</b>	<b>3790</b>	<b>3760</b>	<b>3265</b>			Instead of diversion to Route 1, shows traffic reductions.
<i>Route 1 at Saco TL</i>	Scarborough	1920	1970	1980	1670			-500 from No Build & 'Best Of'
<i>Route 1 s/o I-195/Exit 36 (5)</i>	Saco	2905	3140	3195	3185			-300 from No Build & 'Best Of'
								Negligible change
New Turnpike interchange at Flag Pond Rd/ Route 1 in Saco	Saco							New interchange attracts total usage of 2300 peak hour vehicles (reduced usage due to new Route 112 connector, below?).
<i>New Interchange (total volumes, 4 new ramps)</i>	Saco				2300			
<i>Route 1 s/o Flag Pond Road</i>	Saco	<b>2025</b>	<b>2250</b>	<b>2220</b>	<b>2540</b>			
<i>Route 1 n/o Flag Pond Road</i>	Saco	<b>1910</b>	<b>1980</b>	<b>1990</b>	<b>1740</b>			
<i>Flag Pond Road e/o Route 1</i>	Saco	<b>515</b>	<b>715</b>	<b>730</b>	<b>1340</b>			
Extend I-195 through Turnpike interchange to SR 112	Saco							Connector road attracts approximately 1000 peak hour vehicles (reduced usage due to new Flag Pond interchange, above?).
<i>New Connector Road (two-way volume)</i>					<b>1050</b>			
<i>Route 112 w/o Jenkins Road</i>		<b>780</b>	<b>970</b>	<b>960</b>	<b>1200</b>			
<i>Route 112 e/o new connector</i>		<b>1020</b>	<b>1200</b>	<b>1170</b>	<b>810</b>			

Package / Strategies	Location	2000	2025 NB	'Best Of'	Interstate #1	Interstate #2	Arterial	Benefits
<b>Package #2: Interstate I-295</b>								
New I-295 interchange in Freeport near Old County Rd	Freeport							New interchange attracts total usage of 1425 peak hour vehicles. Reduces interchange usage at Desert Rd interchange/Exit 22 in Freeport by ~450 vehicles and reduction of ~ 300 vehicles at Exit 17 in Yarmouth.
<i>New Interchange (total volumes, 4 new ramps)</i>						1425		
<i>Route 1 n/o new Cnty Rd interchange</i>		510	760	765		280		-480 vehicles in peak hour
<i>Route 1s/o new Cnty Rd interchange</i>		490	715	715		210		-500 vehicles in peak hour
<i>I-295 NB n/o new Cnty Rd interchange</i>		3235	3745	3660		4355		Additional traffic on I-295
<i>I-295 SB n/o new Cnty Rd interchange</i>		1740	2000	1990		2450		Additional traffic on I-295
<i>I-295 NB s/o new Cnty Rd interchange</i>		3235	3745	3660		4570		Additional traffic on I-295
<i>I-295 SB s/o new Cnty Rd interchange</i>		1740	2000	1990		2380		Additional traffic on I-295
Expand current I-295 NB entry/exit interchange north of Freeport to full interchange	Freeport							Two new ramps attract a total of 600 peak hour vehicles. Reduces interchange usage by ~300 vehicles on SB on-off ramps at Exit 22 (Route 125/136)
<i>New Ion-Off Ramps (total volumes, 2 new ramps, I-95 SB on and off ramps)</i>						600		
<i>Total Interchange Usage</i>		580	700	675		1140		Total interchange usage increase of +450
<i>Route 1 n/o new interchange</i>		870	995	980		1090		Negligible change on Route 1.
<i>Route 1s/o new interchange</i>		700	830	790		810		Negligible change on Route 1.
New I-295 interchange with Route 1 near Tuttle Road in Cumberland	Cumberland							New interchange attracts total usage of 1900 peak hour vehicles.
<i>New Interchange (total volumes, 4 new ramps)</i>						1930		
<i>Route 1 n/o new interchange</i>		460	630	620		470		Reductions on Route 1 near new interchange.
<i>Route 1s/o new interchange</i>		665	785	770		480		Reductions on Route 1 near new interchange.
Provide NB entry ramp to I-295 from Route 1 at existing Yarmouth interchange, Exit 15 (16)	Yarmouth							Provides 'all direction' access to Exit 15. Attracts ~ 120 vehicles (likely reduced due to new interchange at Tuttle Rd in Cumberland).
<i>New NB on-ramp volume</i>						120		
<i>Total Interchange Usage</i>		1025	1125	1110		875		Overall usage (despite additional ramp) decreases ~ 300 from No Build, likely due to Tuttle Rd interchange in Cumberland.
<i>Route 1 n/o Exit 15 (16)</i>		1025	1140	1120		940		Decreases on Route 1 of ~ 200 peak hour vehicles.
<i>Route 1s/o Exit 15 (16)</i>		460	630	620		470		Decreases on Route 1 of ~ 150 peak hour vehicles.
Widen I-295 to six lanes between Tukey's Bridge and Brunswick	Brunswick to Portland							Improves LOS from E to likely C due to capacity increase from 6400 vehicles/hour to 9600 vehicles/hour (NB&SB).
<i>I-295 @ Tukey's Bridge NB</i>		5310	6440	6250		6710		Marginal increases in volumes.
<i>I-295 @ Tukey's Bridge SB</i>		2570	2810	2800		3020		Marginal increases in volumes.

Package / Strategies	Location	2000	2025 NB	'Best Of'	Interstate #1	Interstate #2	Arterial	Benefits
<b>Package #3: Arterial</b>								
New Lakes region connector between Turnpike and Fosters Corner	Cumberland to Windham							Approximately 750 peak hour vehicles attracted to new connector road (may underestimate peak summer demand). Peak summer tourist traffic typically +40% more.
<i>Connector to NB I-95/Turnpike</i>							500	
<i>Connector to SB I-95/Turnpike</i>							260	
<i>Route 302 n/o new connector</i>		925	1080	1040			1390	~300 peak hour vehicles attracted to Route 302.
<i>Route 302 s/o new connector</i>		1010	1170	1125			910	~250 peak hour vehicles removed from Route 302.
Widen SR 111 to 4 lanes from Route 1 westward	Biddeford westward							Provides improved LOS to this busy and rapidly developing corridor (future traffic growth likely underestimated)
<i>Route 1 n/o Route 111</i>		1230	1440	1440			1510	
<i>Route 1 s/o Route 111</i>		990	990	1005			1090	
<i>Route 111 e/o Route 1</i>		640	875	870			925	
<i>Route 111 w/o Route 1</i>		1320	2010	2000			2060	
<i>Route 1 e/o Exit 32 (4)</i>		2070	2935	2935			3070	
<i>Route 111 w/o Exit 32 (4)</i>		2130	2635	2650			3155	
<i>Route 111 @ Lyman/Alfred TL</i>		1160	1410	1435			1390	
Widen Route 1 between Precourt and Campground in Biddeford	Biddeford							Provides improved LOS to this section of Route 1.
<i>Route 1 n/o Precourt</i>		1455	1445	1460			1625	
<i>Route 1 s/o Precourt</i>		795	825	850			1210	
Widen River Rd in Windham from Route 202 to Westbrook CL	Windham/Westbrook							Provides improved LOS to this section of River Rd.
<i>Windham River Rd w/o Route 202</i>		650	760	785			820	
<i>Windham River Rd e/o Route 202</i>		830	980	975			1170	
<i>Windham River Rd @ Westbrook CL</i>		865	1055	1070			1205	
<i>Route 302 @ Windham/Westbrook CL</i>		1555	1820	1765			1550	
Widen SR 115 between Route 302 and Falmouth Rd in Windham	Windham							Potential benefits likely dampened by new Lakes Region connector road (above).
<i>Route 115 e/o Route 302</i>		1130	1255	1275			1415	
<i>Route 302 n/o Route 115</i>		2240	2600	2610			2600	
<i>Route 302 s/o Route 115</i>		1455	1735	1730			1820	
Widen SR 112 in Saco between Jenkins and Shadagee	Saco							Provides improved LOS in this increasing commuter corridor and commercial/industrial area. Would potentially complement extension of I-195 to Route 112 (Package 1)
<i>Route 112 w/o Jenkins Rd</i>		780	970	955			960	
<i>Route 112 e/o Shadagee Rd</i>		760	785	760			940	
<b>Transit #1: Increase Existing</b>								
Double bus frequency for Tri-Town Service	Biddeford/Saco/OOB							
Double bus frequency for Biddeford-Sanford	Biddeford to Sanford							
Double bus frequency for Biddeford-Kennebunk	Biddeford to Kennebunk							
Double bus frequency for Biddeford-Portland	Biddeford to Portland							
<b>Transit #2: New Service</b>								
Passenger/Commuter Rail Service to Windham	Windham-Portland							
Passenger/Commuter Rail Service to L/A	Lew/Auburn-Portland							
Bus Transit Service to Waterboro	Bidd/Saco-Waterboro							
Commuter Bus to Pineland	Portland-Pineland							