

**JULY 2014
Year 14**

**A second look at MaineDOT's "hard look" conundrum as the original needs (now categorized as long-term-needs) of the I-395/Route 9 Transportation Study are punted beyond the year 2035.
AND—Other items for your perusal...**

I-395/Route 9 Transportation Study long-term-needs as identified on 9.21.2010:



- The original system linkage need.
- The original need for a limited access facility.
- The original vision of the East-West highway.

By September 2010, the MaineDOT removed ALL five alternatives from further consideration (including the 3EIK-2/preferred alternative) that satisfied ALL five (100%) of the five Study Purpose and Needs (April 2009), leaving alternative 2B-2 that satisfied ONLY one (20%) of the five Study Purpose and Needs (April 2009) as essentially the only alternative remaining in consideration. AND—all it took was a "*hard look*" at Route 9 and the resolve to "*overlook*" the previous decade of work on this study. **MaineDOT's own documentation contradicts their selection of 2B-2.**

I-395/Route 9 Transportation Study PAC Meeting April 15, 2009					
Purpose and Needs Matrix					
Alternatives	Meets Purpose		Meets Needs		
	Study Purpose	USACE Purpose	System Linkage	Safety Concerns	Traffic Congestion
2B-2	No	No	No	Yes	No

http://www.i395-rt9-study.com/Pubs/PAC041509_handouts.pdf (excerpt)

That "*hard look*" determined Route 9, after the analysis of 79+ alternatives over a ten year period, suddenly had sufficient traffic capacity "*for the next 20 years*" to become an integral segment of 2B-2. **Any of the 79+ alternatives that satisfied the original System Linkage Need intentionally bypassed that same 4.5 mile segment of Route 9 avoiding the Route 9/46 intersection and the Village of East Eddington.** That same section of Route 9 was originally bypassed by design—to satisfy the Study's original Traffic Congestion, Safety Concerns and System Linkage Needs.

Consequently also in September 2010, the MaineDOT determined that the original System Linkage Need and the need to provide a limited access facility remained valid needs for this study but not until an unidentified time beyond the year 2030—loosely defined as “*long-term*”. The System Linkage Need in the “*near-term*” was defined “*to the Year 2030*” to allow alternative 2B-2 to “*meet*” the System Linkage Need “*In the near-term (Year 2030)*”.

If MaineDOT's “*hard look*” was indeed an epiphany, it was a shortsighted one—specific only for a twenty year span to match the 20 year design life of the project—convenient, but only actually viable in the year 2010.

“...as the year 2030.”

I-395/Route 9 Transportation Study DEIS/Section 404 Permit Application
Meeting with Cooperating Agencies

September 21, 2010

- The DOT has taken a hard look at the capacity of Route 9:
 - Route 9 has sufficient capacity to accommodate the anticipated traffic volumes at a reasonable speed for the next 20 years, with the possible exception of the intersection at Route 9/46.
- The system linkage need was discussed. With Route 9 having sufficient capacity for the next 20 years, the system linkage need and need for a limited access facility should be considered a long-term need. The DOT is committed to the East-West highway vision, and the system linkage need remains a valid need for this study. To help clarify when an alternative satisfies the system linkage need for the I-395 / Route 9 study, the DOT will change references in Chapter 2 Alternatives Analysis and Appendix C Alternatives Considered and Dismissed to ‘partially satisfies’ the need to ‘in the near term’ (or something similar) and define ‘near term’ as the year 2030.

<http://www.i395-rt9-study.com/Pubs/FCA%2009-10a.pdf>

“...revised from 2030 to 2035...”

Year 2030 was conveniently extended to the year 2035—just one Memorandum and abracadabra—the original “*hard look*” traffic capacity of Route 9 was extended out five more years to the year 2035 and the System Linkage Need in the near-term was redefined to the Year 2035 allowing alternative 2B-2 to meet the System Linkage Need “*In the near-term (Year 2035)*”. Was this another epiphany or simply a convenient manipulation of the existing data?

State of Maine Department of Transportation MEMORANDUM

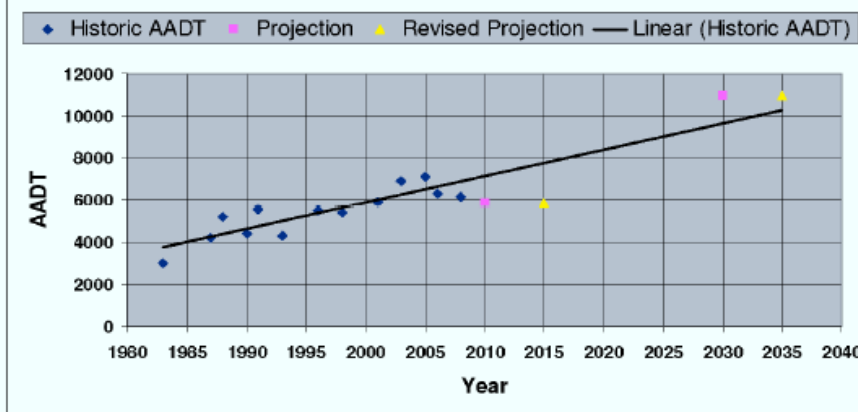
To: Russ Charette, Mobility Management Date: Jan. 11, 2012
From: Ed Hanscom, Transportation Analysis
Subject: I-395/Route 9 Transportation Study – Revised Projections

Given that the current design-year projection for the I-395/Route 9 Transportation Study is currently 2030 and the anticipated construction of the preferred alternative is unlikely until the 2013-15 time period, consideration has been given to extending the design-year to 2035. The 2035 design year would be consistent with a 20-year design for the project.

Review of historic traffic growth on Route 9 east of Route 46 indicates that the volumes currently projected for 2030 would more accurately represent conditions in 2035. (See figure below.) The flattening in traffic growth that occurred between 2001 and 2008 has slowed the overall growth trend of traffic in the Route 9 corridor. The forecasted traffic volume for the future (10940 vehicles per day) at this key location is much closer to the trend line at 2035 than at 2030.

Therefore, for the purpose of the I-395/Route 9 Transportation Study, I would suggest that the year of the future conditions traffic forecasts and analyses be revised from 2030 to 2035 and that the base year of the 20-year design be changed from 2010 to 2015. The completed future conditions traffic forecasts and analyses of the study remain valid for 2035 design year.

Route 9 east of Route 46



Revision 2030 to 2035.docx2/5/13

http://www.i395-rt9-study.com/Pubs/Revised%20Projections_January%202012.pdf

One needs to understand that questions sent to the MaineDOT from the Office of U.S. Senator Collins on 1.9.2012 and returned answered on 1.17.2012 (FOAA Doc#000434) still refer to the year 2030 and not 2035; Mr. Charette was already dealing with the impacted communities as the new Project Manager and is the sole addressee to this attached 1.11.2012 Memorandum. Why the discrepancy with such an important piece of data to the office of a United States Senator?

*Also conveniently missing from MaineDOT's 1.17.2012 answers: the reduction in ROW from 200' to 100-125' and the future downgraded design standard criteria from freeway to rolling as established by FOAA documents predating MaineDOT's answers...

DEIS – March 2012

<http://www.i395-rt9-study.com/DEIS/AppC.pdf>

C - I-395/Route 9 Transportation Study Environmental Impact Statement

Family 2 – Northern Alternatives							
Alternatives	Description	Meets Purpose		Meets Needs			Practicable Results
		Study Purpose	USACE Purpose	System Linkage	Safety Concerns	Traffic Congestion	
Alternative 2B-2	<ul style="list-style-type: none"> Satisfies design criteria Length: 6.1 mi. of new alignment, 4.2 mi. of Route 9 without additional improvements Bridge length: 2,232 ft. Earthwork: 2.2 mcy (1.2 mcy cut, 1.0 mcy fill) 	Yes	Yes	In the near-term (Year 2035)	Yes	Yes	<ul style="list-style-type: none"> Retained for detailed study Wetlands impacts: 34 ac. Stream crossings: 3 (2 with anadromous fish) Floodplain impacts: 15 ac. Notable wildlife habitat: 11.0 Undeveloped habitat: 784 ac. Prime farmland: 20.0 ac. Residential displacements: 8

Notes: Direct impacts are based on the conceptual design of a two-lane highway prior to identification of alternatives retained for detailed study and further avoidance and minimization of impacts.

Undeveloped habitat impacts estimated using habitat blocks with utilities as fragmenting features.

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MaineDOT's original "*hard look*" was a pronouncement that Route 9 had sufficient traffic capacity for the next 20 years to the year 2030—AND—an affirmation that the original System Linkage Need and the stipulation to provide a limited-access facility from I-395 in Brewer to Clifton per a decade's analysis of 79+ alternatives was no longer pertinent until an unspecified/undocumented year beyond 2030.

- MaineDOT's "*hard look*" argument in Sept 2010 was based on the year 2030.
- MaineDOT's "*hard look*" argument in Jan 2012 was based on the revised year 2035 when their numbers no longer worked out—what's next?

Now in mid-2014, the MaineDOT will soon face another crossroad in their "*hard look-epiphany-based-engineering*". Unless the MaineDOT fast-tracks this project to construction by the end of 2015—their "*hard look*" (currently based on the year 2035) will once again go outside of the 20 year window. It doesn't seem possible to get this project going for the 2015 construction cycle, unless they have once again withheld critical information, such as available funding.

- While we aren't watching—will they once again change the year data to match their cause? The MaineDOT cannot keep changing the game when their data doesn't match in order to reach their proposed outcome. Sooner or later, one would think that you can no longer keep running the years out to the future—OR—will the MaineDOT go full throttle to get this project funded and the project amended into the current 3 Year MaineDOT Work Plan to keep their "*hard look*" sacred to the year 2035? That is the big question...

Interstate 395-Route 9 connector won't be built in the next 3 years

[Bangor Daily News January 21, 2014:](#)

“You will note that the I-395/Route 9 Study is not in the Work Plan for the next three years and cannot be scheduled for any future design work until a Record of Decision is received,” project manager Russell Charette said in his bimonthly email update sent Jan. 17 to towns affected by the plan.

The DOT could not place the connector on the work plan until the final environmental impact statement is completed and it has a National Environmental Policy Act permit in hand, the project manager said.

What did Mr. Charette say?

“...Study is not in the Work Plan for the next three years...”

“...cannot be scheduled for any future design work until a Record of Decision is received.”

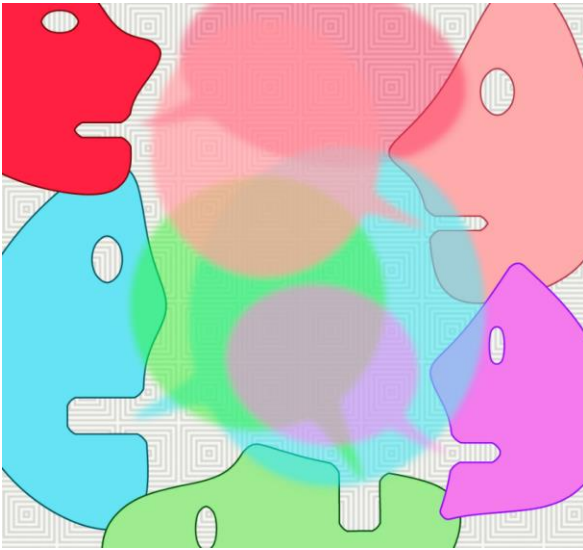
- Work plans are amended all the time. What's to keep this project from being amended into the current 2014/2015/2016 Work Plan once the FEIS is completed, the Record of Decision is issued 30 days later and the 404 Permit is granted? All they really need is a funding source.
- Once the ROD is received, future design work can be scheduled per Mr. Charette's own words. That could happen momentarily.
- Wouldn't the EIS supporting documentation become out of date and possibly invalid if this project was indeed put on hold to post-2016?

What did Mr. Charette not say?

“...connector won't be built in the next three years.”

- Those are the words of the Bangor Daily News—NOT the MaineDOT.

MaineDOT Talking Points:



The following talking points are excerpted from FOAA Doc#000967 (dated June 20, 2012), an attachment to emails between Herb Thomson, Ken Sweeney, Russ Charette and Nina Fisher. Not sure who the intended audience was, but Nina Fisher is the MaineDOT Manager of Legislative & Constituent Services; maybe this was intended for the JSC Transportation and/or for the Legislature in search of funding? These talking points came after the Public Hearing and the comment period for both the DEIS and the Public Hearing. (Original FOAA document available upon request.)

Alternative 3EIK-2 Was Analyzed and Removed from Consideration

There has been much public discussion about the best alternative to meet everyone's needs.

~ No single alternative would meet everyone's needs ~

- Alternative 3EIK-2 has been mentioned as the previous alternative "that everyone accepted." This statement is in conflict with the fact that many people in the study area, (mostly from Holden), signed a petition opposing Alternative 3EIK-2.
- While the study's website documents discussions at the Public Advisory Committee (PAC) about removing Alternative 2B from the analysis, the federal cooperating agencies, in fact, continued to discuss *all* alternatives on the table, including a variation of 2B to utilize a portion of existing Route 9 through the Eddington Village.
- Alternative 3EIK-2 was the route preferred by the PAC, but it was never determined by the cooperating agencies to be the "Preferred Alternative." Based on the impacts to resources regulated in federal and state statutes, Alternative 3EIK-2 was removed from consideration.

- **The MaineDOT is not entitled to their own facts.**

First bullet:

- Alternative 3EIK-2 has been mentioned as the previous alternative “that everyone accepted.” This statement is in conflict with the fact that many people in the study area, (mostly from Holden), signed a petition opposing Alternative 3EIK-2.
- Brewer and Eddington PAC members made it absolutely clear that both communities opposed 2B-2.
- Brewer and Eddington resolutions of non-support were issued in 2012 and once again in 2013 by our community leaders.
- If the Holden petition was important enough to be mentioned in this talking point, how about the petition presented by the Town of Eddington during the Public Hearing? 390 signatures from Eddington residents!! See next page.
- There is plenty of evidence from the communities of Brewer and Eddington that not everyone accepts 2B-2 just as not everyone accepted 3EIK-2 in this talking point.
- The questions and concerns from Brewer and Eddington impacted residents and their community leaders don't seem to hold the same significance in the discussion. Are the resolutions from Brewer and Eddington and the petition from Eddington discussed in the text of the DEIS or in fact anywhere in MaineDOT documentation? NO—they are buried in the back of the book just like the many questions that were considered not substantive so that the previous decade of the study could be removed from the conversation and replaced with a “*hard look*” by the MaineDOT.
- Since these MaineDOT talking points came after the MaineDOT was already provided the Brewer and Eddington 2012 resolutions of non-support AND the petition of non-support from Eddington, why was that critical information conveniently left out of their talking points? Oh—I remember now, we weren't the intended audience as we would never have seen them if it was not for the Eddington FOAA.
- State Representative Verow presented Legislation (LR 2435) to the 126th Second Session in November 2013 to remove alternative 2B-2 from contention; although that resolution did not pass through the Legislative Council for consideration—it will be presented once again by Representative Verow to the 127th First Session upon his re-election this fall.

Town of Eddington petition of non-support and request for the No-build option as presented to the MaineDOT at the May 2, 2012 Public Hearing:

<http://www.i395-rt9-study.com/Pubs/PublicHearing2012.pdf>

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21 MR. PLUMPTON: Joan, come on up.

22 AUDIENCE MEMBER: I'm Joan Brooks. I'm
23 Chairman of the Board of Selectmen in Eddington and I
24 have been asked to hand this to the DOT. We, the
25 citizens of the Town of Eddington, in the County of

28

1 Penobscot, in the State of Maine, do hereby protest
2 the I-395/Route 9 connector project proposed
3 preferred alternative 2B2 route and other
4 alternatives, and it lists them, as mentioned in the
5 Draft Environmental Impact Statement submitted March
6 2012. And by affixing our signatures below let it be
7 known to the Selectmen of the Town of Eddington,
8 MaineDOT and all others that we do not support this
9 project and request instead a No-Build option. Said
10 No-Build option to truly means No-Build anywhere
11 within the entire original project study area. There
12 are 390 signatures, people in Eddington on this, and
13 I am handing it over.

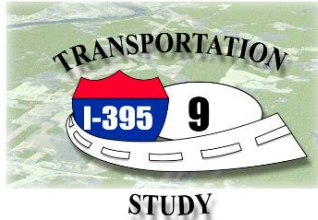
14 (Applause.)

“...390 signatures, people in Eddington on this...”

Second bullet:

- While the study's website documents discussions at the Public Advisory Committee (PAC) about removing Alternative 2B from the analysis, the federal cooperating agencies, in fact, continued to discuss *all* alternatives on the table, including a variation of 2B to utilize a portion of existing Route 9 through the Eddington Village.

- 2B is thoroughly discussed in the following Technical Memorandum:



I-395/Route 9 Transportation Study
Penobscot County, Maine
PIN 008483.20/NH-8483(20)E

Transportation Improvement Strategies
and Alternatives Analysis Technical
Memorandum
and
U.S. Army Corps of Engineers Highway
Methodology Phase I Submission

October 2003



U.S. Department
of Transportation
Federal Highway
Administration



Maine Department
of Transportation

MaineDOT/FHWA's analysis of 2B as documented Oct 2003; not mere discussions with the PAC on the study's website.

MaineDOT's own words on the 2B dismissal from the study and their own apprehensions with that specific section of Rt 9.

These well-founded trepidations remain as valid with 2B-2 today. When sent as DEIS comments, these same valid concerns were conveniently considered as not substantive and delegated to the back of the book—unanswered.

"Alternative 2B was dismissed prior to PAC Meeting #16 on January 15, 2003 because it would inadequately address the system linkage and traffic congestion needs. This alternative would not be practicable because it would fail to meet the system linkage need of providing a limited access connection between I-395 and Route 9 east of Route 46." (Page 20)

"Alternative 2B would use approximately 5 miles of Route 9. Traffic congestion and conflicting vehicle movements on this section of Route 9 would substantially increase the potential for new safety concerns and hazards." Additionally, this alternative would result in: substantially greater proximity impacts (residences within 500 feet of the proposed roadway) in comparison to Alternative 3EIK-2 (200 residences v. 12 residences)." (Pages ii/iii)

"Limited opportunities exist to control access management on this section of Route 9 from local roads and driveways. There are ten local roads and 148 existing drives or access points to undeveloped lots. Assuming 10 trip ends per drive and an equal number of left and right turns, Alternative 2B's ability to satisfy the system linkage and traffic congestions needs is questionable. There are several hundred acres that can be developed along this section of Route 9. Additionally, 200 buildings (residential and commercial) would be located in proximity (within 500 feet) of the proposed roadway." (Page 20)

"The lack of existing access controls and the inability to effectively manage access along this section of Route 9, and the number of left turns, contribute to the poor LOS and safety concerns, and the inability of Alternative 2B to satisfy the system linkage purpose and need effectively." (Page 21)

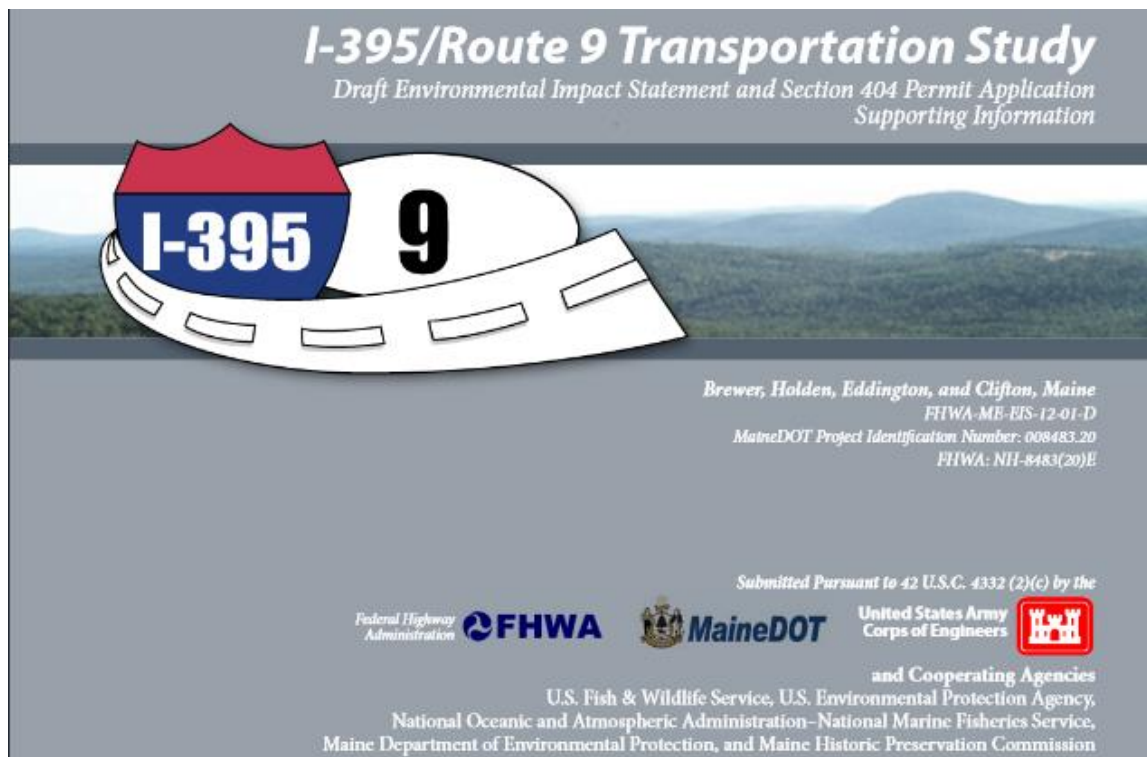
<http://www.i395-rt9-study.com/Pubs/Alts%20Tech%20Memo.pdf>

Don't let the MaineDOT rewrite the history of this study.

2B-2 is NOT a variation of 2B; 2B and 2B-2 are virtually identical sharing identical starting/ending points. 2B and 2B-2 use the same section of Route 9. 2B was not just discussed at the PAC level as evidenced by MaineDOT's own words from this Oct 2003 Technical Memorandum. Their talking point is a total fabrication of fact.

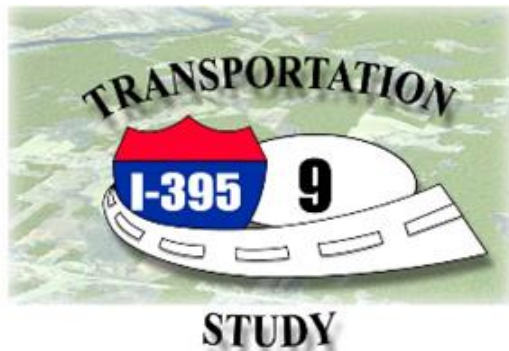
Third bullet:

- Alternative 3EIK-2 was the route preferred by the PAC, but it was never determined by the cooperating agencies to be the "Preferred Alternative." Based on the impacts to resources regulated in federal and state statutes, Alternative 3EIK-2 was removed from consideration.
- Read real close—you will see how they continue to parse words in this study.
- ***"The DOT selected its first preferred route — which went through the mostly unpopulated center of Holden — in 2003, but after spending years consulting with federal agencies, decided to change to a route that extends I-395 at its Wilson Street junction and would roughly follow the Holden-Brewer line until entering Eddington and connecting with Route 9."*** If this statement is not correct—MaineDOT should have demanded a retraction. (BDN 1.21.2014)
- Note that MaineDOT/FHWA/ACOE does not show up in this bulleted statement.
- This talking point makes it look like the only one wanting 3EIK-2 was the PAC. 3EIK-2 was the MaineDOT/FHWA preferred alternative for some 6 to 7 years. AGAIN—DO NOT ALLOW THE MAINEDOT TO REWRITE HISTORY.
- View the DEIS cover and see who are lead agencies and who are cooperating agencies, a clever parsing of words or in this case an act of dissimulation by deleting the MaineDOT/FHWA lead agencies from the talking point.



The I-395/Route 9 Transportation Study Group's original task:

The I-395/Route 9 Transportation Study Group was tasked in the year 2000 to come up with an alternative that would provide high speed, limited access travel from I-395 in Brewer TO Route 9 in Clifton, at or near the Clifton/Eddington EAST of Route 46. The connector would be constructed initially as a 2-lane undivided highway within a Right-Of-Way large enough to support future upgradability to a full 4-lane divided highway. The DEIS-stated (March 2012) design standard of the 2B-2/preferred alternative is the MaineDOT design criteria for freeways with a DEIS-stated (March 2012) Right-Of-Way of approximately 200 feet.



I-395/Route 9 Transportation Study

Penobscot County, Maine

PIN 008483.20/NH-8483(20)E

Transportation Improvement Strategies and Alternatives Analysis Technical Memorandum

and

U.S. Army Corps of Engineers Highway Methodology Phase I Submission

October 2003



U.S. Department
of Transportation
Federal Highway
Administration



Maine Department
of Transportation

"To meet the need of improved regional system linkage while minimizing impacts to people, it was determined that an alternative must provide a limited-access connection between I-395 and Route 9 east of Route 46."

"Alternatives that do not provide a limited access connection to Route 9 east of Route 46 would not be practicable because that would not provide a substantial improvement in regional mobility and connectivity and would negatively affect people living along Route 9 in the study area."

"Alternatives that would connect to Route 9 west of Route 46 would severely impact local communities along Route 9 between proposed alternative connection points and Route 46."

"Alternatives providing a direct connection between I-395 and Route 9 east of Route 46 will provide improved regional connections between the Canadian Maritime Provinces and the Bangor region and reduce traffic on other roadways. Such alternatives meet the intent of the East-West Highway Initiative."

<http://www.i395-rt9-study.com/Pubs/Alts%20Tech%20Memo.pdf> (All comments are on Summary page 5)

- **More words from the MaineDOT as documented in an official Technical Memorandum and not merely in a discussion with the PAC on the study website.**

What did the many State and Federal Agencies—without one iota of input from the PAC and/or the elected governing leaders of the impacted communities since April 15, 2009—deliver in 2012?

- The future upgradability option to a 4-lane divided highway was discarded by October 2011.
- 2B-2 does not provide high speed travel from I-395 to Route 9 in Clifton (East of Route 46). There are 5 speed limit changes on the 4.5 miles of Route 9 supporting 2B-2, the lowest being 35 mph through the village of East Eddington. Any of the 79+ studied alternatives that satisfied the System Linkage Need would not have had to travel this section of Route 9, that section was essentially bypassed by the System Linkage Need.
- 2B-2 does not provide limited access travel from I-395 to Route 9 in Clifton (East of Route 46). 2B-2 is now considered as controlled access. Any of the 79+ studied alternatives that satisfied the System Linkage Need basically only had one entrance and one exit with no other access to normal traffic for the full 10 to 11 mile length of the alternative; there are an extra 158 separate and specific access points to Route 9 on the 4.5 miles of Route 9 supporting the 2B-2 alternative that traffic on this connector must contend with.
- 2B-2 will no longer be designed to MaineDOT design criteria for freeways; the design standard for 2B-2 will be downgraded to rolling criteria following the conclusion of NEPA per FOAA.
- The Right-Of-Way of 2B-2 will be reduced from 200 feet to between 100 feet and 125 feet per FOAA. This places this highway even closer to our neighborhoods.
- 2B-2 terminates on Route 9 some 4.5 miles west of where the majority of the 79+ alternatives terminated East of Route 46. Any of the 79+ studied alternatives satisfying the System Linkage Need would have bypassed this 4.5 mile section of Route 9, the village of East Eddington and the 9/46 intersection.
- According to the DEIS: *"However, future development along Route 9 in the study area can impact future traffic flow and the overall benefits of the project."*
- The MaineDOT decided ten years into the study that the original System Linkage Need and the Need for a limited access facility still remained valid needs, but the MaineDOT re-identified them both as long-term needs without identifying what long-term meant or how to meet those needs in the future. Near-term was identified first to the Year 2030 and then to 2035 by the MaineDOT, one could surmise that long-term would be past the Year 2035.

After exhausting \$2.5 million—an alternative dismissed in Jan 2003 is the best these Transportation Professionals can offer?

\$303 million shortfall in the Current Work Plan:

<http://maine.gov/mdot/projects/workplan/docs/WorkPlan2014-2015-2016Final.pdf>

Core Highway and Bridge Programs

Current Work Plan vs. Need

(Millions of Dollars)

Work Group	Average Annual \$ from 14-16 Work Plan	Annual \$ Needed to Meet Basic Statutory Goals	Average Annual \$ Shortfall	Dollar % Shortfall*
Bridge Projects*	\$71	\$105	-\$34	-32%
Highway Reconstruction/ Rehab	\$82	\$100	-\$18	-18%
Pavement Preservation	\$71	\$120	-\$49	-41%
Light Capital Paving	\$28	\$28	\$0	0%
Total - Core Programs	\$252	\$353	-\$101	-29%

* Does not include SML Bridge Replacement

Over the three-year life of this Work Plan, MaineDOT anticipates delivering to construction:

- 212 miles of Highway Construction and Rehabilitation - Estimated Cost: \$244 million
- 718 miles of Pavement Preservation - Estimated Cost: \$213 million
- 1,800 miles of Light Capital Paving - Estimated Cost: \$83 million
- 190 "Spot and Safety Improvements" - Estimated Cost: - \$86 million
- 126 Bridge Construction Projects - Estimated Cost: \$295 million

Our roads and bridges are crumbling as reported by the ASCE:

<http://www.infrastructurereportcard.org/maine/maine-overview/>

- Driving on roads in need of repair costs Maine motorists \$246 million a year in extra vehicle repairs and operating costs – \$245 per motorist.
- 53% of our roads are rated poor to mediocre. Maine has 22,838 public road miles. The largest component of our transportation system is an 8,600 mile highway network, yet it appears that only 2,730 miles of pavement are addressed in the Current Work Plan.
- The average age of all Maine's bridges is 50 years; the average age of bridges ranked as structurally deficient is 69 years per t4America. Maintenance/repair is an ongoing issue.
- 792 (32.9%) of the state's 2,408 bridges are in need of repair or replacement. It would take 18.9 years, at the Current Work Plan pace, to repair or replace these bridges:
 - 356 bridges (14.8%) are ranked as structurally deficient.
 - 436 bridges (18.1%) are ranked as functionally obsolete.

"...concrete chunks fall from Bangor overpass, damage vehicles"

<http://bangordailynews.com/2014/06/09/news/bangor/mdot-doing-bridge-work-after-concrete-chunks-fall-from-bangor-overpass-damage-vehicles/?ref=regionbangor> (Bangor Daily News 6.09.2014)

'A couple of chunks had fallen off'

<http://bangordailynews.com/2014/06/18/news/midcoast/a-couple-of-chunks-had-fallen-off-safety-check-reveals-need-to-repair-bridge-between-brunswick-and-topsham/> (Bangor Daily News 6.18.2014)

- **I don't feel the need to make further comment on either news article as the falling concrete substantively speaks for itself...**

Should we/you sanction the MaineDOT/FHWA to spend \$61 million of our limited transportation funds on a deficient/unviable 2B-2 alternative that does not meet the original-decade-long Purpose and Needs—an alternative that will require previously identified "*long-term*" needs to be met 20 years in the future with another project? How much will the second project cost? The cost of asphalt has more than tripled in the past ten years, one can only imagine what it will cost to fix the discrepancies that are inherent with 2B-2 from the project's onset.

- **Adding more miles to the state's transportation system without adequately maintaining the state's existing infrastructure is irresponsible and does not make sound fiscal sense.**

This is the type of information that should be made available to our governing officials—not embellished MaineDOT talking points in a one-sided attempt to promote alternative 2B-2.

- **Wouldn't that \$61 million be better spent on the unmet transportation needs of the state of Maine?**



Anxiously awaiting the outcome—all we hear is silence...