




December 2015 Newsletter
15th year of the I-395/Route 9
Transportation Study

Welcome to another
informational newsletter for
impacted citizens opposing 2B-2.
Prior newsletters are available on
our citizen awareness website:

[I-395 Rt. 9 Hard Look](#)

Meet the I-395/Route 9 Transportation Study preferred alternative:

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

2014 started with [news](#) that the connector was not in the 2014 to 2016 Work Plan, thus would not be built for 3 years. By November 2015, said [connector was approved for amendment into the STIP](#) (State Transportation Improvement Plan) and funded with the transfer of \$250,000 from BACTS (Bangor Area Comprehensive Transportation System) for preliminary engineering and right-of-way. As 2015 ends, we anticipate the FHWA's issuance of the ROD (Record of Decision), held up until the recently-listed [endangered northern long-eared bat](#) issue is resolved; one shouldn't expect that the bats will affect this project one iota...

A look back at the “hard look at Route 9”

A December 10th article on the Bangor Daily News website reference the [Presque Isle Bypass](#) piqued my interest and I now have a theory. First, let's go back to the September 21st 2010 “hard look at Route 9” reference and see how easy it was for the DOT to transform an alternative (2B-2) meeting only 20% of the Purpose and Needs in April 2009 into the preferred alternative for a \$61+ million project.

[DEIS/Section 404 Permit Application Meeting](#) held on September 21, 2010:

“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.”

Synopsis of “a hard look at Route 9”:

1. The system linkage need should be considered a long-term need.
 2. Need for a limited access facility should be considered a long-term need.
 3. The DOT is committed to the East-West highway vision.
 4. The system linkage need remains a valid need for this study.
 5. References changed to ‘in the near term’ and defined as the year 2030.
- Note: The “year 2030” was extended to the “year 2035” in January 2012 for inclusion in the DEIS and carried forward to the FEIS. When I advised the FHWA the “year 2035” did not meet Purpose and Needs for the complete 20 year design life—they agreed with my assessment—the [MaineDOT then changed the design to “year 2040”](#) to make 2B-2, once again, fit the study...

How come no one has mentioned 2B-2's long-term needs?

You won't find any references to long-term planning in the DEIS or the FEIS or any other MaineDOT documentation, that I am aware of, that communicates how MaineDOT plans to satisfy long-term needs of the 2B-2 alternative. I have emailed both the MaineDOT and the FHWA specifically questioning how they plan to satisfy 2B-2's long-term system linkage needs and the need for a limited access facility, addressed in [September 21, 2010](#), and have yet to receive an answer. Shouldn't long-term planning be part of the FEIS? Just imagine how many extra \$millions it will cost your grandkids 20 years from now to meet 2B-2's long-term needs—needs that could have and should have been satisfied at the onset of this project by simply selecting an alternative that met the original system linkage need, established early-on in the study and supported for the majority of the first ten years of this study, of a Route 9 connection to the east of Route 46.

But, the DOT says that 2B-2 meets the system linkage need!!

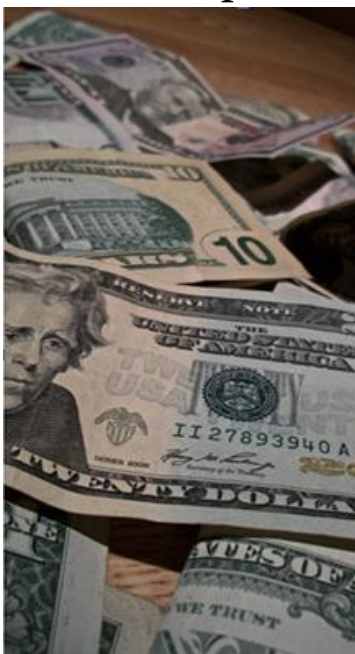
Alternative 2B-2 did not and still does not and never will meet the system linkage need of a limited access, Route 9 connection to the east of Route 46. 2B-2's Route 9 connection point is 4.5 miles to the west of where the majority of 79+ studied alternatives connected—to the east of Route 46—to satisfy the system linkage need. In an odd cessation of engineering best practices, (1) it was decided that 2B-2 “partially satisfies” the system linkage need and (2) by September 2010 “partially satisfies the need” magically became [“satisfies in the near-term/year 2030”](#). The now infamous “hard look at Route 9” gave the fallacious appearance that 2B-2 met purpose and needs.

The [Presque Isle Bypass](#) and MaineDOT's bypass mentality...

- Another waste of our limited transportation dollars, just like the Caribou Bypass constructed a few years back and the future North Brewer Bypass (2B-2) approved for amendment into the STIP by the FHWA (Nov 2015).
- Our DOT folks cry that they don't have the money to maintain our existing roads and bridges with a current work plan that has an annual \$119 million shortfall that includes an annual \$70 million in unmet bridge needs.
- 33% of our bridges are either structurally deficient or functionally obsolete.
- 38% of our roads are rated as "fair" or "unacceptable".
- And once again—here's a prime example that the MaineDOT is unable or lacks the courage to prioritize our real transportation needs.
- How do we as a state, stop this bypass mentality and continued waste our limited transportation dollars?

The cost of the three phase Presque Isle Bypass = \$120 million; the projected cost of 2B-2 = \$61 million for a total of \$181 million on just two projects. That \$181 million is more than 2.5 years of the prevailing unmet bridge needs!!

How much simpler could it be? Wouldn't it make more sense to immediately terminate the Presque Isle Bypass and the I-395/Route 9 Connector projects and appropriate all existing and future funds of those two projects to the real unmet transportation needs of our state?



It's about time that our Governor, the DOT Management, the JSC on Transportation and our State Legislature get a handle on this issue and get the DOT back to a budget that fixes our current problems instead of constructing some politician's new pet project. If these two projects are just an attempt to throw money at us folks living in the "other state of Maine"—just think of how many potholes you dodged this morning on your own city streets and stop to wonder what's happening to your vehicle when you get caught in those bumps, ruts and open cracks on I-395 every day—put that \$181 million into the roads and bridges that we drive every day in the "other state of Maine" and we would all be happier!!

Bangor Daily News: [Controversial Presque Isle bypass in sight](#)

Note: Since the I-395/Route 9 Connector is now 4.5 miles west of the connection point as defined by the original system linkage need, this project has morphed into nothing more than a North Brewer Bypass—I use I-395/Route 9 Connector, alternative 2B-2 and the North Brewer bypass synonymously.

[BDN article](#): “Less traffic would be a welcome relief to drivers, pedestrians and residents in the areas around Main and Academy streets in Presque Isle, although the project has still been controversial, with lingering doubts about the benefits and concerns about residents in the line of the bypass.”

- Alternative 2B-2: a highly controversial project with questionable benefits and major concerns with safety and traffic congestion issues. [MaineDOT engineers in October 2003 stated](#) the following when removing an identical alternative (2B) from further consideration:
 - “This alternative would not be practicable because it would fail to meet the system linkage need, and would fail to adequately address the traffic congestion needs in the study area.” (page ii)
 - “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.” (page ii)
 - “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.” (LOS stands for Level of Service) (page 21)
 - “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).” (page ii)

[BDN article](#): “There were 10 years of study. There’ve been a lot of frustrations,” Moulton said. “So many years of planning, and people start to believe it’s not going to happen.”

- Alternative 2B-2: We are currently at the end of the study’s 15th year! I would hope our friends in Presque Isle were not treated as badly as we were. At the last PAC meeting of Apr 2009, 2B-2 only met 20% of the study purpose and needs when 3EIK-2, MaineDOT’s preferred alternative, met 100%. By Sept 2010, 2B-2 had been elevated to preferred alternative, as 3EIK-2 and four other 100% alternatives were removed from further consideration. Frustration is too mild of a word to describe our feelings.

[BDN article](#): “Building the rest of the Presque Isle bypass will stretch into the 2020s, as part of a long-envisioned thoroughfare carrying traffic around residential and downtown areas of Presque Isle. But the full extent of a three-phase, \$120 million proposal has yet to be decided.”

- Alternative 2B-2: This project has near-term and long-term system linkage needs with an estimated cost of \$61 million. It needs to be noted that there has been no mention of how the MaineDOT intends to satisfy the long-term system linkage needs of 2B-2 and there has been no mention of separate phases for construction and funding even after several emails to the MaineDOT and the FHWA requesting that information.

[BDN article](#): “The Maine DOT is planning to build the second proposed phase of the bypass, an approximately 5-mile corridor that would veer east of Route 1 north of the Westfield town line near Perkins Road and connect with Route 10 and Conant Road.”

[BDN article](#): “The agency already has acquired three buildings along that section, and construction is supposed to start in 2018, although Moulton said she “wouldn’t be surprised if that doesn’t end up sliding.”

[BDN article](#): “The second section has drawn skepticism in the past as being too long and disruptive to farmland. “We don’t want another road from nowhere to nowhere,” Danny Stewart, whose farm property lies around the beginning of the route, told the [Star-Herald](#) in 2013.”

- Alternative 2B-2: skepticism—see my comments on frustration above!!

[BDN article](#): “The third proposed section of the bypass would link Fort Fairfield Road to Route 1 north with a new bridge crossing the Aroostook River. That also has drawn criticism, since it would disrupt residences and farmland and since a major thoroughfare already carries traffic to Route 1 and a relatively young four-lane bridge less than two miles away.”

- Alternative 2B-2: there are many impacted residents of Brewer, Holden and Eddington that have been highly critical of this project. The Brewer City Council has issued no less than 3 resolutions of non-support; the Town of Eddington has issued 2 resolutions of non-support, one resolution of support and currently is not supporting or opposing alternative 2B-2.

[BDN article](#): “The Maine DOT’s plan is to construct the first two phases and then evaluate the need for the third section, Moulton said. “It may indicate that the third phase may not be necessary.”

—End of article—



My comments concerning the Presque Isle Bypass:

What piqued my interest? Let’s spend \$120 million to bypass downtown Presque Isle, and let’s design it in three phases, but let’s construct it in two phases, one at a time, before deciding to build the third phase since “the third phase may not be necessary.”

- So—all the engineering minds in the FHWA, the MaineDOT, a myriad of other state and federal agencies and contract consultants cannot decide to build out or not to build out, at the onset of a project. I would ask—do you really need this bypass at all, if they are not sure how much to build out?
- And how about the homeowners? Property owners, in especially the third phase area, are being held hostage by the MaineDOT since they cannot benefit by selling their own properties without full disclosure to prospective buyers that they are purchasing a property that may be taken by eminent domain in the future—shame on the MaineDOT for putting anyone in that position. How long should someone live under this cloud of uncertainty? It’s been 15 years so far in our neighborhoods with 2B-2!!

Another example of how to make 2B-2 fit the study...

FEIS definition of near-term system linkage need:

“Alternative 2B-2/the Preferred Alternative would further the study’s purpose and satisfy the system linkage need in  the near term (before 2035).” 

http://www.i395-rt9-study.com/Pubs/FEIS_Chap2.pdf (page 26)

- The design year was first established in [Sept2010 as the year 2030](#).
- The design year was changed to 2035, via a [Jan2012 Memorandum](#), for inclusion into the DEIS and carried forward to the FEIS.

I pointed out to the FHWA on 2.25.2015 that 2B-2 does not meet the near-term system linkage need when based on the FEIS 20 year design of 2035.

“Concerning the design year traffic projections, **you are correct** that it is appropriate to use a 20-year design year that begins once the proposed highway construction is complete. Since the design year noted in the EIS is 2035, MaineDOT revisited the traffic information for the design year of 2040.”

FHWA/Washington
Gerald Solomon 3.06.2015

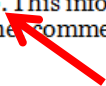
Mr. Adams -
Doug.Hecox@dot.gov (Doug.Hecox@dot.gov) Add contact
To: Larry Adams;

10/1/2015 9:18 AM

Mr. Larry Adams
17 Woodridge Road
Brewer, Maine 04412

Mr. Adams:

Thank you for your many emailed inquiries and phone calls to ask about the I-395/Route 9 Transportation Study in Brewer. As you know, in May, the Northern Long-Eared Bat (NLEB) was formally listed as a threatened species under the Endangered Species Act. The listing of the NLEB has delayed completion of the Record of Decision (ROD) for the I-395/Route 9 project. The Maine Division is coordinating with MaineDOT and US Fish and Wildlife Service to determine how to assess any potential impacts to the NLEB as a result of this proposed project. The range of the NLEB includes all of Maine and affects many projects. Given these circumstances, we are uncertain as to when the ROD will be issued.

The Maine Division has reviewed the updated traffic estimates provided by MaineDOT for the entire project length. The volumes are well within the capacity of a two-lane highway for the design year 2040. This information will be included in the ROD, as will our responses to other comments you have made. 

Please address any additional question and concerns to:
FHWA Maine Division Administrator Todd Jorgensen
Edmund S. Muskie Federal Building
40 Western Avenue, Room 614
Augusta, ME 04330-6394

Best,
Doug Hecox
FHWA Public Affairs
202-366-0660

[Click here to view email string with FHWA.](#)

- The above email validates our assertion that the MaineDOT/FHWA will do anything necessary to make 2B-2 appear to satisfy purpose and needs.

Facts and questions of 2B-2 in the long-term:

- Fact: There are [148 access points and 10 roads](#) on that 4.5 mile section of Route 9, now an integral segment of alternative 2B-2.
- Fact: There is a possibility of 158 left hand turns within those 4.5 miles of Route 9; according to the [FHWA, adding a single access point to a rural highway increases the annual accident rate by 7%](#). Do we really want to build a new highway with these issues? You are 1,106% more likely to have an accident on the 2B-2 connector—not meeting the system linkage need of a connection point to the east of Route 46—than any of the majority of the other 79+ studied alternatives that satisfied the system linkage need; an indictment of a failed study and a cessation of engineering best practices.
- Fact: The 2B-2 selection, as the preferred alternative, was based solely on the infamous “hard look at Route 9”. There is NO supporting data to back up this questionable change in criteria and engineering best practices even after Gretchen Heldmann sued the MaineDOT to obtain same.
- Fact: The MaineDOT has never explained what “hard look” really meant as if we were just supposed to blindly believe them. Even if you buy into a reduction in traffic allowing them to extend the useful life of Route 9, that does not change the [issues identified on page 5, especially safety needs and traffic congestion needs](#). See the next fact for how system linkage was met.
- Fact: The “hard look” enabled the MaineDOT to separate the system linkage need into near-term and long-term to enable 2B-2 to have the appearance of meeting the system linkage need in the near-term(20 years).
- Fact: Long-term was initially defined as [“after the design year 2030”](#) in Jan 2012. Now—post FEIS—the design year has been changed to 2040, thus long-term would now be defined as [after the design year 2040](#).
- Fact: There is no discussion in the DEIS/FEIS or any other MaineDOT documentation on how to satisfy/fund the long-term needs, 20 years out.

 Near-term: before the year 2040 or literally 12.31.2039.

 Long-term: after 2040 or literally 1/01/2040. How does the MaineDOT plan to meet 2B-2's needs in 20 years?

My contention:

All the great minds of our transportation professionals, just like in Presque Isle, have no idea what the future will bring, though they base the need for the I-395/Route 9 Connector project and the acceptance of 2B-2 as the preferred alternative on projected future traffic counts from a computer program without acknowledging the primary source of traffic that necessitated this project—those big unsafe logging trucks speeding to the Bucksport Mill on Route 46—are no longer an issue as the Bucksport Mill has been reduced to scrap metal, and the traffic counts within the DEIS/FEIS are pre-death-of-the-mill. When the mill closed down, the MaineDOT promptly shifted their concerns from logging trucks to all those Canadian tourists and Canadian 18-wheelers using Route 46. Just as the MaineDOT saw no problem in September 2010 changing the decade-long design criteria to make 2B-2 fit the study, they apparently have no problem changing the original justification for spending \$61 million so late in the process when the original reason rings empty. When it comes to 2B-2, nothing surprises me anymore—stay tuned—they will keep making these changes as needed to continue to promote 2B-2, their failed selection.

- Theory: 2B-2's long-term plan does not exist because—there may be no plan to satisfy 2B-2 in the long-term!! 2B-2 “in the near-term” may be the final end product for this connector. Once again, silence hides the facts.
- If indeed there are no 2B-2 long-term plans—we have been duped, once again—into believing that the MaineDOT and the FHWA and all those other state and federal agencies are working in OUR best interests when if my contention is correct—they are not...

How's that for a theory? Am I correct? Where's the plan? Where's your outrage?? This is why the public needs to be part of the process and not kept out of it as we have been for most of the 15 years of this study.



There can be no accountability without public scrutiny.

Do you really think it was merely an oversight that we were not advised of changes to the study from the time of the last PAC meeting in April 2009 until I discovered their dirty little secret in mid-December 2011? We were kept out of the proceedings so they could covertly replace 3EIK-2, that we were led to believe was the preferred alternative in Apr 2009, with 2B-2, an alternative that only met 20% of the purpose and needs at that same time.

How will your memory be after 20 years?

This Maine State Planning Office (SPO) map clearly identifies the area NNE of the I-395/Route 1 interchange, integral to 2B-2, as 'I-395, Protected Wetlands'. This Map was conveniently discarded when its legality could not be validated. Why/how did this map exist and why was this wetland restriction believed to be valid by many of the PAC members and Brewer residents?



[Brewer Recreation and Infrastructure](#)
SPO Maine State Planning Office Fall 2011

No one from the MaineDOT remembered any wetland restriction from the initial I-395 project (circa 1980's), so the map was delegitimized and 2B-2 now blasts right through what may have been a promise made to this area to mitigate the original project; was it simply a failure to properly document this restriction in the first place? There has to be a clear reason for this map; why didn't the MaineDOT err on the side of caution and maintain that restriction? Apparently environmental issues concerning 2B-2, such as this mystery wetland and the crossing of Felts Brook and Eaton Brook (containing endangered Atlantic salmon) are not as important as the vernal pool issues that removed the previous preferred alternative (3EIK-2) from further consideration.

[Click here to view slide# 55 for further information concerning this map and I-395 protected wetlands.](#)

(1) If you can commence a project without fully comprehending the end product, such as the Presque Isle Bypass per this [BDN article](#): “The Maine DOT’s plan is to construct the first two phases and then evaluate the need for the third section, Moulton said. “It may indicate that the third phase may not be necessary.” **(2)** If it is so important, that the following is in [Maine State Statute](#): “The people further find that the decisions of state agencies regarding transportation needs and facilities are often made in isolation, without sufficient comprehensive planning and opportunity for meaningful public input and guidance.” **(3)** If a plan doesn’t exist to meet 2B-2’s long-term needs in 20 years; **(4)** If 2B-2 meets Purpose and Needs in the near-term only; **(5)** If no memory exists of the above map’s legitimacy, whether or not, it may have been part of a previous environmental mitigation; **(6)** THEN—it’s not farfetched to have trepidations with this study’s validity and whether or not 2B-2’s long-term needs were ever a consideration.

- What assurances exist that 2B-2’s long-term needs were or will ever be considered?
- Who will be here in 20 years to remember that 2B-2 has these long-term needs?
- The possibility exists that 2B-2 will never meet the system linkage need and the need for a limited-access facility need that was deferred to beyond 2040 by a “hard look at Route 9.” If there's a question on the end product of this connector (like the PQI Bypass) then I contend that the FEIS, the Study and the selection of 2B-2 are invalid.

Comparison of study criteria before and after the study was changed:



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



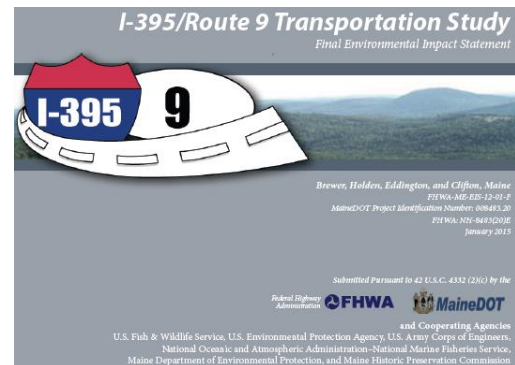
U.S. Department
of Transportation
Federal Highway
Administration



Maine Department
of Transportation

Changes made to 2B-2 to fit the study:

What you won't find in the DEIS/FEIS is how MaineDOT plans to satisfy the long-term-need of a limited-access facility in 20 years triggered by their selection of 2B-2.



<http://www.i395-rt9-study.com/home.html>

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

Study (pre-Sept2010)

Logical termini: "Specifically, the eastern logical termini was refined. Alternatives that did not connect to **Route 9 east of Route 46** were dismissed from further consideration."

System Linkage: "...provide a limited-access connection between I-395 and Route 9 east of Route 46." 2B-2 did not meet system linkage.

Access management: Any of the 79+ studied alternatives meeting system linkage need had zero added access points over the total length of the connector; bypassed the Village of East Eddington, the intersection of Rte. 9/46 and 2B-2's 4.2 mile section of Rte. 9.

Speed Limit: Entering Eddington westbound from Clifton, the speed limit is 50 mph and one would connect direct to any of the 79+ studied alternatives meeting the system linkage need of a connection east of Route 46 and assume highway speed to I-395.

Purpose: "The purpose of this study is to: (3) improve safety on Routes 46, 9, and 1A."

Route 9 connection point: East of Route 46, at or near the Eddington/Clifton corporate boundary.

Purpose and Needs: 2B-2 meets only 20%.

Facility type: Limited-access.

Long-term needs: None.

Study (post-Sept2010)

Logical termini: "The logical termini of the project was identified and defined as (1) I-395 near Route 1A and (2) **the portion of Route 9 in the study area.**"

System Linkage: System linkage need and the need for a limited-access facility were redefined to long-term needs; 2B-2 meets near-term system linkage need to year 2035.

Access Management: Because of 2B-2's 4.2 mile Rte. 9 segment, vehicles will transit by "10 local roads and 148 existing driveways or access points to undeveloped lots" and transit through the Village of East Eddington and the intersection of Rtes. 9/46. (158 access points.)

Speed Limit: "The posted speed in this section of Route 9 is predominantly 45 mph, with 35 mph near the Route 46 intersection." Five posted speed changes from 35 to 50 mph on 2B-2's Route 9 segment until reaching highway speed on the new section of 2B-2.

Purpose: "The purpose of this study is to... (3) improve safety on Routes 1A and 46..."

Route 9 connection point: 4.2 miles west of where majority of the 79+ studied alternatives connected as per logical termini redefinition to: "the portion of Route 9 in the study area."

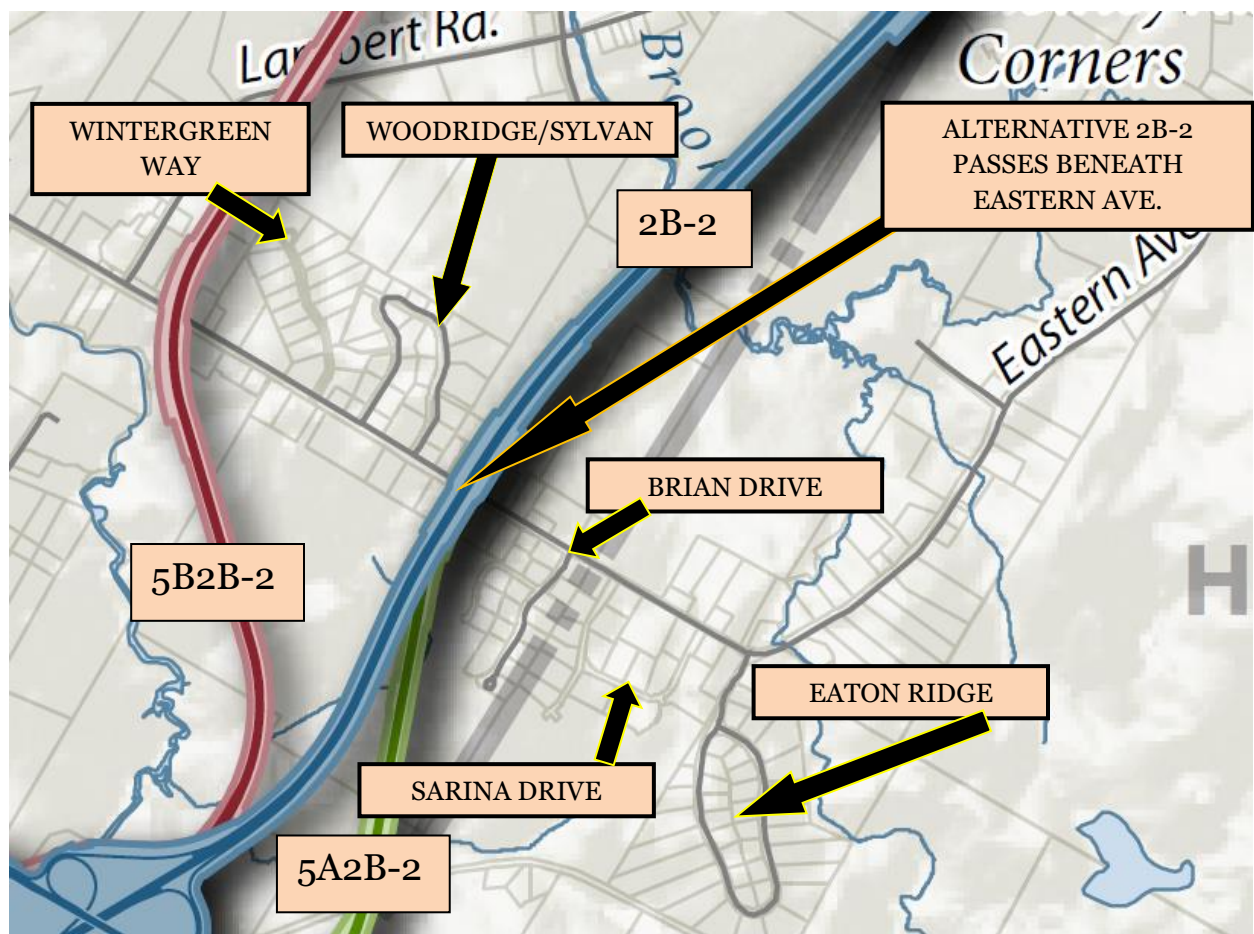
Purpose and Needs: 2B-2 meets 100%.

Facility type: Controlled-access.

Long-term Needs: Limited-access retrofit.

The ruination of my immediate neighborhood's quality of life:

- Depending on your proximity to the connector, noise will likely increase significantly, and you may face long detours during the construction period as 2B-2 “tunnels” under Eastern Avenue.
- Sadly—some will lose their homes. Other alternatives impacted fewer homes, but were not as “environmentally friendly”. Regulations are in effect to save frogs and their vernal habitat, but not people and their habitat. The only regulation for human species seems to be eminent domain...
- The value of your home and properties may decrease depending on the negative impact from the change in the environment—proximity to highway, noise, garbage, pollution, and disruption to wildlife—all could contribute to a less appealing neighborhood, and therefore a lower valuation.
- Public and municipal opposition to this project seems to have been completely ignored. The Maine DOT has not always been forthcoming with changes to the project over the years—this route was revived with no notice to the public or municipalities of Brewer, Holden and Eddington.
- This project has been studied for 15 years; 2B-2 has been taken off the table at least twice before because it did not meet the original Study Purpose and Needs. The original design criteria, for most of a decade, has been downgraded several times AFTER 2B-2 had been brought back from the chopping block—yet none of the other 79+ studied alternatives were reconsidered after this major change in design criteria. At a minimum, the other alternatives should be re-evaluated.
- Maine’s roads and bridges are already in disrepair, and the Maine DOT has cited an annual \$119 million shortfall including an annual \$70 million in unmet bridge needs. 33% of our bridges are structurally deficient or functionally obsolete. 38% of our roads are rated as “fair” or “unacceptable”.
- 2B-2’s price tag is estimated at \$61 million. Wouldn’t those funds be better spent on improving the state’s failing transportation infrastructure, not adding to it? The Presque Isle Bypass will cost \$120 million if taken to the third phase—it’s not too late to halt that project also and save \$181 million!!



Map and text developed by Bill Butterfield | Brewer Resident

[Bangor Daily News excerpt on additional transportation finding:](#)



Thursday, Dec. 3, 2015 Last update: 1:51 p.m.

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Maine delegates support bill to fund road, bridge repairs



By Mal Leary, MPBN

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Posted Dec. 03, 2015, at 8:47 a.m.

Last modified Dec. 03, 2015, at 9:34 a.m.



“Maine Transportation Commissioner David Bernhardt says a five-year plan will allow the department to better plan projects and get the most from the funding that is provided. Right now the feds cover about 35 percent of the state’s transportation budget. **But Bernhardt acknowledges the additional funding in the bill will not put much of a dent in the backlog of needed road and bridge replacement and repairs.**

“When we put the last work plan together we were around \$119 million short to meet our goals, but this does give us more funding,” he says.

Maine’s transportation allotment from Washington has been flat funded for several years. Under the legislation, Maine will get as much as \$9 million in additional funding in the first year of the bill, but that slows to about \$4 million extra per year for the remaining years.”

 *“But Bernhardt acknowledges the additional funding in this bill will not put much of a dent in the backlog of needed road and bridge replacement and bridges”.*

That’s an extra \$25 million over the next five years; if we are in such dire straits—why does the MaineDOT insist on building a \$61 million project that many of us do not want and does not even meet the original Purpose and Needs? Here’s an idea: reallocate 2B-2’s existing and future funds to the unmet transportation needs of the state of Maine. Why is that so hard to comprehend?

MAINE BRIDGE CONDITIONS

One-third of locally and state-maintained bridges in Maine show significant deterioration or do not meet current design standards often because of narrow lanes, inadequate clearances or poor alignment. This includes all bridges that are 20 feet or more in length. The number and share of Maine's bridges that are in poor condition is increasing while the number and share of structurally deficient bridges in the U.S. is decreasing.

- There are 2,515 bridges in Maine that are 20 feet or longer, and another 1,374 minor bridge spans between 10 and 20 feet.
- The Maine Department of Transportation (MaineDOT) is responsible for maintaining approximately 70 percent (2,744) of bridges and minor spans in the state.
- The share of state-maintained bridges in Maine that are at least 70 years old is increasing. In 2007, 25 percent of state-maintained bridges in Maine (675 of 2,722) were at least 70 years old. In 2014, 28 percent of state-maintained bridges in Maine (776 of 2,744) were at least 70 years old.
- Fifteen percent of Maine's state-and locally maintained bridges are structurally deficient. A bridge is structurally deficient if there is significant deterioration of the bridge deck, supports or other major components. Structurally deficient bridges are often posted for lower weight or closed to traffic, restricting or redirecting large vehicles, including commercial trucks and emergency services vehicles.
- Eighteen percent of Maine's bridges are functionally obsolete. Bridges that are functionally obsolete no longer meet current highway design standards, often because of narrow lanes, inadequate clearances or poor alignment.
- The share of state-maintained bridges rated poor has increased from nine percent in 2007 to 11 percent in 2014. The number of poor state-maintained bridges has increased 18 percent from 2007 to 2014.

Excerpt from latest TRIP report:

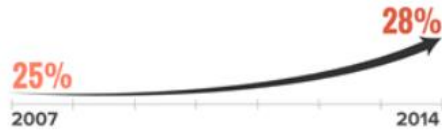
http://www.tripnet.org/docs/Maine_Bridge_TRIP_Report_October_2015.pdf



All those failing bridges...



Share of state-maintained bridges at least 70 years old increased from 25% in 2007 to 28% in 2014



FUNDING LEVELS

At current funding the share of state-maintained bridges in poor condition will triple from 11% currently to 33% in 2021



BRIDGE INVESTMENT LEVELS



Maine currently spends **\$70 million** annually to maintain bridges



Maine needs to spend **\$140 million** annually to keep its bridges in their current condition



Maine needs to spend **\$217 million** annually to make significant improvements

TRIP
a national transportation research group

	Structurally Deficient Bridges	Structurally Deficient Percent	Functionally Obsolete Bridges	Functionally Obsolete Percent	Total Bridges
ANDROSCOGGIN	19	15%	27	21%	128
AROOSTOOK	27	12%	20	9%	223
CUMBERLAND	34	11%	78	24%	319
FRANKLIN	23	18%	23	18%	127
HANCOCK	16	23%	10	14%	69
KENNEBEC	25	14%	52	28%	185
KNOX	10	20%	13	27%	49
LINCOLN	12	20%	15	25%	60
OXFORD	54	22%	39	16%	247
PENOBSCOT	37	13%	39	14%	284
PISCATAQUIS	15	20%	13	18%	74
SAGadahOC	6	9%	18	28%	64
SOMERSET	24	15%	19	12%	165
WALDO	15	16%	16	17%	93
WASHINGTON	25	24%	5	5%	103
YORK	22	10%	45	20%	229
MAINE STATEWIDE	364	15%	432	18%	2,419

- In the Bangor region, which includes Penobscot and Piscataquis Counties, 15 percent of bridges are structurally deficient and 15 percent are functionally obsolete. Fourteen percent of bridges in Central Maine, which includes Kennebec and Somerset Counties, are structurally deficient while 20 percent are functionally obsolete. In Southern Maine, which includes Cumberland and York Counties, ten percent of bridges are structurally deficient and 22 percent are functionally obsolete.

Excerpt from latest TRIP report:

http://www.tripnet.org/docs/Maine_Bridge_TRIP_Report_October_2015.pdf

BRIDGE FUNDING IN MAINE

Investment in Maine's bridges is funded by local, state and federal governments. A lack of sufficient funding at all levels will make it difficult to adequately maintain and improve the state's bridges. Maine faces a large backlog in funds needed to repair and maintain its bridges.

- The current replacement cost of Maine's state-maintained bridges is \$7.56 billion.
- Repairing and replacing poor bridges and preserving bridges in fair and good condition requires adequate and consistent funding.
- MaineDOT's current annual bridge funding is \$70 million per year. This is the same level of annual investment from 2007 to 2009, before it increased to an average of \$112 million per year from 2009 to 2013 as a result of the authorization of \$160 million in TransCap bonds.
- A recent [MaineDOT report](#) on future funding needs for Maine's state-maintained bridges found that at an annual funding level of \$70 million per year, the share of the state's bridges currently in poor condition would triple by 2021, from 11 percent to 33 percent.
- The report "[Keeping our Bridges Safe 2014](#)," found that an annual bridge investment of \$140 million was needed to maintain the state's bridges in their current condition. An annual investment of \$217 million in the state's bridges would be needed to maintain the entire bridge system and substantially meet service, condition and safety goals.

Excerpt from latest TRIP report:

http://www.tripnet.org/docs/Maine_Bridge_TRIP_Report_October_2015.pdf

["Maine in line for modest bump in federal highway funding"](#)

Portland Press Herald 12.03.2015



"A report released in March concluded that if the state did not double bridge maintenance funding to \$140 million annually, about 40 percent of the 2,744 in its care would need extensive rehabilitation or replacement, all at a far greater cost in future years."

MaineDOT's interaction with the Public—§73

“The people further find that the decisions of state agencies regarding transportation needs and facilities are often made in isolation, without sufficient comprehensive planning and opportunity for meaningful public input and guidance.”

<http://www.mainelegislature.org/legis/statutes/23/title23sec73.html>

The department
...shall take the
comments and
concerns of local
citizens into
account and
must be
responsive to
them.

“Incorporate a public participation process in which local governmental bodies and the public have timely notice and opportunity to identify and comment on concerns related to transportation planning decisions, capital investment decisions and project decisions. The department and the Maine Turnpike Authority shall take the comments and concerns of local citizens into account and must be responsive to them.”

<http://www.mainelegislature.org/legis/statutes/23/title23sec73.html>

“The Maine Department of Transportation ... regrets the insufficient outreach by MaineDOT to leaders of the affected communities along the proposed I-395 US Route 9 connector,” the statement read.

“Town officials and the residents of Brewer, Holden, Eddington and Clifton deserve to be fully informed of all decisions and progress. We recognize that it is our obligation to do so, and we will rectify this situation in the future.” (MaineDOT | Ted Talbot 1.06.2012)

<http://bangordailynews.com/2012/01/06/news/bangor/mainedot-apologizes-for-not-informing-communities-of-i-395route-9-plan/>

Not until December 2011, did I realize that my first post-April 2009 interaction, [March 2nd 2011 email with MaineDOT management](#), was a complete lie—(JL) intentionally withheld critical information reference the September to December 2010 criteria changes that resurrected 2B-2 to preferred alternative status. This is the mentality at the MaineDOT—is there any wonder why I exhibit trust issues???

Will my questions posed to the FHWA and MaineDOT ever be answered?

“...responses to other comments you have made.”

Mr. Adams -

Doug.Hecox@dot.gov (Doug.Hecox@dot.gov) [Add contact](#)

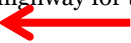
10/1/2015 9:18 AM

To: Larry Adams;

Mr. Larry Adams
17 Woodridge Road
Brewer, Maine 04412

Mr. Adams:

Thank you for your many emailed inquiries and phone calls to ask about the I-395/Route 9 Transportation Study in Brewer. As you know, in May, the Northern Long-Eared Bat (NLEB) was formally listed as a threatened species under the Endangered Species Act. The listing of the NLEB has delayed completion of the Record of Decision (ROD) for the I-395/Route 9 project. The Maine Division is coordinating with MaineDOT and US Fish and Wildlife Service to determine how to assess any potential impacts to the NLEB as a result of this proposed project. The range of the NLEB includes all of Maine and affects many projects. Given these circumstances, we are uncertain as to when the ROD will be issued.

The Maine Division has reviewed the updated traffic estimates provided by MaineDOT for the entire project length. The volumes are well within the capacity of a two-lane highway for the design year 2040. This information will be included in the ROD, as will our responses to other comments you have made. 

Please address any additional question and concerns to:

FHWA Maine Division Administrator Todd Jorgensen
Edmund S. Muskie Federal Building
40 Western Avenue, Room 614
Augusta, ME 04330-6394

Best,
Doug Hecox
FHWA Public Affairs
202-366-0660

-
- Always the sceptic—in Jan2012—working thru the office of Senator Collins, I was able to [submit many questions to the MaineDOT](#); those answers were unfulfilling and downright insulting at best. Downgraded design criteria from freeway to rolling and the reduction in ROW from 200' to 100' was not included in their Jan 2012 answers—that information was intentionally withheld from not only the public BUT the office of a U.S. Senator!!
 - Following MaineDOT's response, I sent so many emails and asked so many questions that the MaineDOT simply said that ALL our questions would be addressed in the upcoming DEIS; they certainly weren't in the May 2012 Public Hearing as the panel sat mute and refused to answer any question.
 - The DEIS was issued and we quickly found that almost ALL of our questions did not make it past the “substantive” filter; basically 99.9% of our questions have never been answered—buried in the back of the book...
 - 12.07-2012—[MaineDOT Scott Rollins would no longer answer my emails](#), deciding to discuss the project only via phone; opting to maintain a paper trail (on-the-record), my communication with the MaineDOT was severed.
-

There should be no doubt how Larry Adams feels about this project!!

ATTN: Mr. Ben Condon
Maine Department of Transportation
Bureau of Transportation Systems Planning
16 State House Station
Augusta, Maine 04333-0016

Subject: Comments in opposition to STIP PIN 018915.00, I-395/Route 9 Connector

September 4, 2015

I reject the inclusion of PIN 018915.00 into the 2014-2017 STIP. I am no longer naïve enough to believe my comments will be read, let alone believe any answers will be forthcoming. The MaineDOT has successfully controlled the conversation, determined by what the MaineDOT alone deems as substantive, discarding the rest—however—that does not minimize the validity of the truth—the facts I present today are in the words of MaineDOT/FHWA Transportation Professionals over the first near-decade of this study.

The first 9+ years of documentation on MaineDOT's own I-395/Route 9 Transportation Study website has been ignored. The Oct2003 MaineDOT/FHWA/ACOE Technical Memorandum documents the first 17 PAC meetings leading to the May 2003 selection of 3Elk-2 and No-build for further studies, and fully documents the reasons for removing 2B from further consideration in Jan2003. Since 2B-2 is identical to 2B, any deficiency associated with 2B in 2003 pertains to 2B-2 in 2015—including Route 9's shortcomings.

To continue to ignore the past; to continue to ignore the questions and concerns of private citizens; to continue to keep duly elected municipal officials out of the decision-making process; to continue to promote an alternative (2B-2) that satisfied only 20% of Purpose and Needs in Apr2009 when MaineDOT's own documentation asserts: **“Traffic congestion and conflicting vehicle movements on this section of Route 9 would substantially increase the potential for new safety concerns and hazards.”** and to ignore forewarnings from your own engineers that **using this section of Route 9: “... would negatively affect people living along Route 9 in the study area...would severely impact local communities along Route 9 between proposed alternative connection points and Route 46.”** at a time when we cannot even afford to maintain our existing roads and bridges while facing escalating transportation budget shortfalls is worrisome at best.

These same concerns have been echoed to a myriad of state/federal offices and were the basis to questions that I submitted to the DEIS, only to go unanswered. No one seems to care, as it's more effective to simply ignore the opposition; no one will offer a coherent response without either parsing words or speaking in governmentese. Maine is facing escalating transportation shortfalls; the MaineDOT should refocus all their efforts and recommit all new project funding solely to the unmet transportation needs of this state.

I contend, in the process leading up to and including the selection of 2B-2 ending with the FEIS publication, (1) the NEPA process was intentionally sidestepped and (2) in turn violated Maine State Statute Title 17A, Chapter 19, §456—specifically the fact that the DEIS/FEIS-stated cost is not based on the DEIS/FEIS-stated design in the same document. Those are two substantive charges that need to finally be addressed.

Larry Adams | Brewer

Gretchen Heldmann, GISP, LF

8 September 2015

Ben Condon
Bureau of Transportation Systems Planning
Maine Dept. of Transportation
16 State House Station
Augusta, ME 04333-0016

Mr. Condon,

Please consider this letter and all the supporting documents that follow as my comment on the MDOT's proposal to include PIN 018915.00 I-395/Rt. 9 Connector Preliminary Engineering and Right of Way in the proposed in the 2014-2017 Statewide Transportation Improvement Plan (STIP).

In short, I do not support the inclusion of this project in this STIP or in any future STIP. Why the MDOT continues to push this project through, when they cannot even uphold their own standards of providing **substantive** evidence to support Alternative 2B-2, is mind-boggling. The answer of the MDOT taking a "hard look" at the capacity of Route 9, is unacceptable.

When the MDOT dismisses all public comments on the DEIS for this project, yet then has to turn around and address one of the submitted comments, then it is clear the public comment process does not work, and it is highly likely there is an effort afoot to ramrod this project through. (see highlighted text on page two of attached email thread regarding Meadow Brook wetlands)

When a person sues the MDOT in order to obtain the substantive data and analyses to support the selection of 2B-2, and receives a few pages of nothing in response, then that person KNOWS there ARE NO DATA to support the selection of 2B-2.

When the MDOT Commissioner, in relation to ending the study of another bypass project, is quoted as saying:

"At a time when we have difficulty finding the financial resources to maintain our existing infrastructure, I cannot justify the expense of building a bypass...Adding more miles to our transportation system in this current fiscal environment doesn't make financial sense...Our responsibility going forward is to manage our existing infrastructure within our existing budget."

Yet MDOT continues to march forth with the I-395/Rt. 9 proposed connector, therefore one cannot help but think that something else is going on behind the scenes.

Gretchen Heldmann, GISP, LF | 439 Main Road | Eddington, ME 04428 | (207)299.5889 | gheldmann@gmail.com

Gretchen Heldmann, GISP, LF

When the MDOT fails to follow its own guiding principles as set forth in state statute of the Maine Sensible Transportation Policy Act...:

...The people further find that the decisions of state agencies regarding transportation needs and facilities are often made in isolation, without sufficient comprehensive planning and opportunity for meaningful public input and guidance...

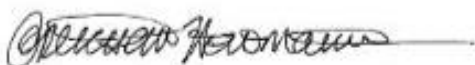
*It is the policy of the State that transportation planning decisions, capital investment decisions and project decisions must: ...(G). Incorporate a public participation process in which local governmental bodies and the public have timely notice and opportunity to identify and comment on concerns related to transportation planning decisions, capital investment decisions and project decisions. The department and the Maine Turnpike Authority **shall take the comments and concerns of local citizens into account and must be responsive to them.** (emphasis added)*

...because sneaking a blip onto the state website for less than two weeks somehow counts as an attempt to gather meaningful public input, then one starts to realize what a joke it is to even have this law on the books.

When the Transportation Committee fails to oversee and provide the much-needed checks and balances to the MDOT, because of a threat that the State **may** have to pay back \$2M (vs. unnecessary and unjustified spending of \$61M+) then the system has failed.

All of the attached documents contain serious questions and concerns that are not NIMBY in nature – these questions address deficiencies in the MDOT process and they still have not been answered sufficiently. A “hard look” just does not suffice when you are asking to spend millions of taxpayer dollars on a route that early on in this study process did not meet Study Purpose and Needs. Now, some magic dust was sprinkled on Route 9 via the MDOT “hard look” and all will be well for the selection of the 2B-2 Alternative. I think not. I look forward to the responses to the points brought up in this letter and the attached documents. Thank you for your time and this opportunity to provide comment.

Sincerely,



Gretchen Heldmann, GISP, LF

Gretchen Heldmann, GISP, LF | 439 Main Road | Eddington, ME 04428 | (207)299.5889 | gheldmann@gmail.com



**CITY OF BREWER
CITY COUNCIL
Office Of The Mayor**

August 26, 2015

Mr. Ben Condon
Bureau of Transportation Systems Planning
Maine Department of Transportation
16 State House Station
Augusta, ME 04333-0016

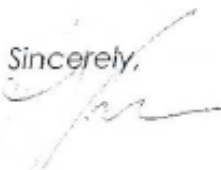
Dear Mr. Condon:

Pursuant to the Notice of Availability for Public Comment regarding the Brewer/Eddington I-395 Rt. 9 Connector and the plan by MDOT to proceed with Preliminary Engineering and Right of Way, the Brewer City Council wishes to reiterate its opposition to the project as proposed. The Brewer City Council has long advocated improvements to East-West transportation connections in Maine, but firmly believes the route(s) chosen by the MDOT have negative consequences to many property owners as well as the environment.

The Brewer City Council has formally gone on record supporting the "no build" option, in March 2012 as well as January 2015, and maintains that position.

As primary stakeholders in this proposed project, we must continue to go on record in strong opposition.

Sincerely,


Matthew Vachon
Mayor, City of Brewer

Cc: Brewer City Council
Larry Adams
File

 **COPY**



“As one senior MaineDOT engineer used to remark, all it takes is ‘one angry man with a laptop’ to significantly impede forward progress.”
(Connecting the D.O.T.S)

http://www.nado.org/wp-content/uploads/2011/09/Cole_ConnectDOTs.pdf (pg19)

I offer no apologies for my discourse; my objective is to inform those impacted by 2B-2, by providing critical information, previously withheld or perverted by the continued lack of transparency flaunted by the MaineDOT since April 15th 2009. 2B-2 is a boondoggle.
—Larry Adams—

MaineDOT/FHWA’s own documentation questions the integrity of the selection of 2B-2 as the preferred alternative. Their documentation is rebutted on a citizens’ website—in their own words—titled:

[I 395 Rt. 9 Hard Look](#)

“We are struggling to maintain the roads and bridges we currently have in safe and serviceable condition.”
Commissioner Bernhardt 8.01.2011

[Click here to read complete official MaineDOT press release.](#)



“Adding more miles to our transportation system in this current fiscal environment doesn’t make financial sense,” said Bernhardt, “Our responsibility going forward is to manage our existing infrastructure within our existing budget.”
Commissioner Bernhardt 8.01.2011

[Click here to read complete official MaineDOT press release.](#)

“How does the state propose to satisfy these long-term needs, triggered by the problematic selection of an alternative not meeting Purpose and Needs in the first place?”

BDN LTE as submitted 8.27.15:

What’s the long-term cost of 2B-2?

The original and [still valid system linkage need and the need for limited-access connection](#) between I-395 and Route 9 east of Route 46 were unceremoniously transformed to long-term needs in Sept2010; facilitated by superseding the original eastern logical termini criteria of “Route 9 east of Route 46” with [“the portion of Route 9 in the study area”](#).

How does the state propose to satisfy these long-term needs, triggered by the problematic selection of an alternative not meeting Purpose and Needs in the first place?

A downgraded 2B-2 may be the cheapest to initially construct, but what happens in 20 years, when 2B-2’s long-term needs kick-in?

2B-2’s estimated cost is \$61 million in 2011 dollars; what will the additional 4 or 5+ miles of new roadway, essential to establish the long-term limited-access connection to the east of Route 46, cost in 2035-2040 dollars OR is the plan simply to remove local access from that specific 4.2 mile section of Route 9 by then?

We can’t afford to maintain existing roads and bridges, and the 2015-2017 highway and bridge programs incorporate an annual \$119 million shortfall (\$357M), including annual unmet bridge needs of \$70 million (\$210M); yet 2B-2, a short-term band-aide fix that will unquestionably cost \$Tens of millions to meet future long-term needs, marches on...

Championing a downgraded, deficient alternative by kicking project needs down the road so your grandchildren can pay for them is fiscally irresponsible; all new project funding should be immediately re-appropriated to meet Maine’s existing unmet transportation needs.

Larry Adams | Brewer

“A downgraded 2B-2 may be the cheapest to initially construct, but what happens in 20 years, when 2B-2’s long-term needs kick-in?”

[BDN LTE published 9.19.2015](#)

395 connector not needed

The Maine Department of Transportation decided we need a connector from I-395 in Brewer to Route 9 in Eddington to [ease the traffic](#) on Route 1A and Route 46, which goes to the Bucksport mill. Now that the mill is closed, the DOT's concern has shifted to [Canadian truck traffic](#). Is subsidizing Canadian trucking really the best use of our scarce transportation dollars?

The University of Maine System is scrambling for money; the Department of Health and Human Services is being cut, along with forestry and law enforcement. The list goes on and on.

Our roads and bridges are in disrepair. Should we spend another \$61 million on 6.1 miles of new pavement when the DOT's [current work plan](#) includes an annual shortfall of \$119 million?

Nothing local residents do seems to have any effect. Personal agendas and politics have trumped any support from our legislators. They simply will not act on our concerns.

Maine is borrowing \$1 billion over a decade to maintain the current roads and bridges. For the past 15 years, residents and towns have asked DOT not to build this connector. I suppose the DOT knows what it's doing. Or does it?

Vinal S. Smith | Brewer

“Nothing local residents do seems to have any effect. Personal agendas and politics have trumped any support from our legislators. They simply will not act on our concerns.”



“I suppose the DOT knows what it's doing. Or does it?”

BDN LTE as submitted 9.20.2015

2B-2 is the wrong solution for the Route 9 Connector

The advantage of living in the information age is easy access to MaineDOT's previous rationale in eliminating an identical alternative (2B) from further consideration twelve years ago:

"Traffic congestion and conflicting vehicle movements on this section of Route 9 would substantially increase the potential for new safety concerns and hazards...would inadequately address the system linkage and traffic congestion needs...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...would negatively affect people living along Route 9 in the study area...would severely impact local communities along Route 9 between proposed alternative connection points and Route 46."

How an alternative deemed completely unacceptable in 2003 would suddenly and magically become completely acceptable in 2015 for an expenditure of \$61 million in scarce transportation dollars, is mind boggling at best; it seems the lack of access management and controls, the number of left-hand (cross-traffic) turns, traffic congestion, safety concerns and hazards, and negative impacts to the people that live on or near this ill-conceived alternative are no longer considered substantive impacts.

After spending \$2.75 million studying 79+ alternatives over fifteen years, an alternative (2B-2) that does not satisfy the study's original Purpose and Needs, and was removed from further consideration 12 years ago by MaineDOT/FHWA professionals citing significant safety concerns, is now the preferred alternative for the I-395/Route 9 connector.

MaineDOT should refocus their energy on Maine's unmet transportation needs.

Larry Adams
Brewer

"...would severely impact local communities along Route 9 between proposed alternative connection points and Route 46."

"...the inability to effectively manage access along this section of Route 9..."

BDN LTE as published 9.23.2015

Wrong route for I-395 connector

The advantage of living in the information age is easy access to old information, such as the Maine Department of Transportation's previous rationale regarding the [I-395 connector](#) when it eliminated an identical alternative (2B) from further consideration 12 years ago. Then, the department said: "Traffic congestion and conflicting vehicle movements on this section of Route 9 would substantially increase the potential for new safety concerns and hazards ... would inadequately address the system linkage and traffic congestion needs." It continued: "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 [level of service] and safety concerns ... would negatively affect people living along Route 9 in the study area ... would severely impact local communities along Route 9 between proposed alternative connection points and Route 46."

How an alternative deemed completely unacceptable in 2003 would suddenly and magically become completely acceptable in 2015 for an expenditure of \$61 million in scarce transportation dollars is mind boggling at best. It seems the negative impacts to the people that live on or near this ill-conceived alternative are no longer considered substantive impacts.

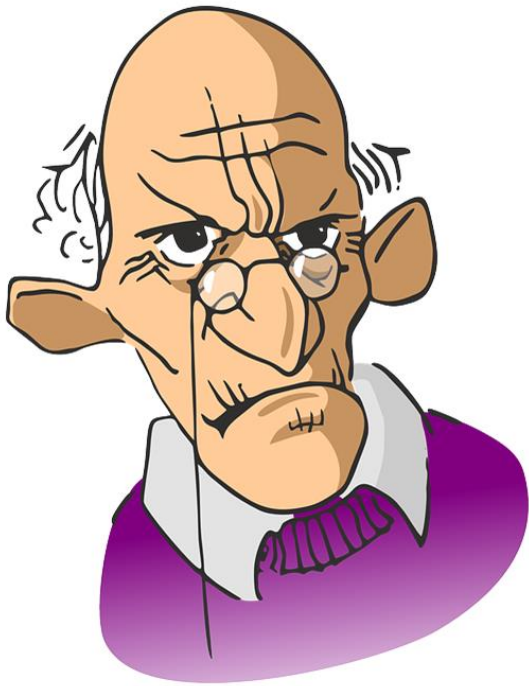
After spending \$2.75 million studying 79 plus alternatives over 15 years, an alternative (2B-2) that does not satisfy the study's original purpose and needs and was removed from further consideration 12 years ago by state and federal professionals, is now the preferred alternative for the I-395/Route 9 connector?

Larry Adams | Brewer

"Traffic congestion and conflicting vehicle movements...and the number of left turns..."

"Traffic congestion and conflicting vehicle movements on this section of Route 9 would substantially increase the potential for new safety concerns and hazards...would negatively affect people living along Route 9 in the study area..."

Final Thoughts



*‘one angry man
with a laptop’*

It is my intention to keep these newsletters coming, no matter the outcome, to ensure availability of substantive facts to combat the failure of our state and federal agencies to be responsive to comments and concerns of local citizens in direct violation of state statute, the misrepresentation of fact within an official government document (DEIS/FEIS) knowing said facts are false in direct violation of state statute, the lack of legislative representation at the state level in Senate District 8 and House District 129 due to political, business and/or personal agendas, the failure of the 127th JSC Transportation to employ their appointed task as MaineDOT oversight, and the continuous lack of transparency exhibited by our friends at both the MaineDOT and the Federal Highway Administration since March 2011. Please feel free to share this newsletter and our [website](#) with anyone seeking the unfiltered truth.

Yes, the ROD will be issued soon; for those hoping that the bats will save us, I would like to share your optimism, but I doubt that will ever happen. I will continue to update the [website](#) as it is the only voice we have at this time.

The MaineDOT and FHWA have once again unceremoniously dismissed us all by amending the STIP without comment. I doubt if the 90 pages Gretchen and I submitted were even looked at, let alone discussed. Someone should manufacture computer paper on a roll for times like this, so the recipient knows that you are well aware that your complaints will soon be flushed...

The MaineDOT has shown they are hell-bent to construct 2B-2 and nothing anyone says has stopped them to date. In the end, the DOT may build their bypass, but I want everyone to know how they did it, the money they wasted at a time when they cannot maintain the bridges and roads we already have, and how absurd and unsafe their preferred alternative (2B-2) selection really is. Gretchen and I have assembled a great deal of facts, gleaned from MaineDOT's own documentation and from multiple FOAA. These facts—their own words—paint a very different picture of 2B-2; how can they be so wrong and get away with it? This has been an exercise in “government at its worst”.