

## 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?