

A 1775 Alexander Hamilton speech jogged my early 2B-2 memories:

“It has been a compound of inconsistency, falsehood, cowardice, selfishness, and dissimulation.”

“The conduct of far the greatest part of my countrymen, amid the fiery trial in which we are now engaged, affords abundant matter for panegyric, and, if persisted in with steady uniformity, will be a bright example for the imitation, and a prolific theme for the praises of future ages. I wish, for the honour of humanity, the same encomium could be extended without exception; but it is a melancholy truth that the behaviour of many among us might serve as the severest satire upon the species. It has been a compound of inconsistency, falsehood, cowardice, selfishness, and dissimulation.”

[Alexander Hamilton - November 9, 1775](#)

Following the [4.15.09 PAC meeting](#), the study seemed all but over with 3EIK-2 as the preferred route. Almost two years later—I requested an update in a [3.02.11 email](#)—MaineDOT (JL) failed to disclose knowledge she surely possessed of [Sept2010's](#) removal of 5 alternatives meeting 100% of purpose and needs and the replacement of 3EIK-2 with 2B-2 that met only [20% of purpose and needs in Apr2009](#).

Comments in a 12.15.11 BDN article led me to once again request an update and received this reply on 12.21.11 from [MaineDOT Project Manager \(JL\)](#). I advised the City of Brewer of the 2B-2 issue via email.

The news broke on [1.05.12](#) in the Bangor Daily News after I tipped them off of the changes to the study.

[MaineDOT apologizes](#): “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.” (Bangor Daily News 1.06.12)

Working with the Office of Senator Collins, [questions were submitted to the MaineDOT on 1.09.12](#) and answers received on 1.17.12. [FOAA documents](#), not received until Mar2013, indicate that at the same time the MaineDOT was apologizing and making promises, they were already withholding critical facts in [MaineDOT's 1.17.12 answers to questions from the Office of Senator Collins](#) that they planned a future downgrade in design from freeway criteria to rolling criteria following conclusion of the NEPA process, an approximate 50% decrease in the right-of-way and a change in the design year.

I addressed the Brewer City Council on 1.10.12—reported by the [Bangor Daily News](#).

We sought meetings with the MaineDOT through Senator Collins/Snowe for weeks; on [2.02.2012](#) those scheduled meetings between the MaineDOT and the impacted communities for mid-Feb were cancelled by the MaineDOT: “we felt that having a briefing without allowing questions by the public would be counter-productive.” MaineDOT officials were the ones refusing to let the public ask questions!!

The [5.02.12 Public Hearing](#) found our state and federal civil servants voiceless—refusing to answer the many questions posed. Comments sent to the DEIS had to pass through a filter defined by an undefinable word: substantive—moving all anti-2B-2 comments to the back of the book—unanswered.

[MaineDOT severed contact in Dec2012](#) by refusing to answer my email, opting to communicate only via telephone—I was not interested in off-the-record communication after the prior year of dissimulation.

A [FOAA request by the Town of Eddington](#) in Oct2013 was finally received Apr2013 revealing the many changes in study criteria that enabled the selection of 2B-2 including a highly questionable benefit/cost ratio based on an guesstimate of \$61 million—just enough to make the B/C ratio viable, design changes from freeway design to rolling rural and reduction of the right-of-way—changes applicable to only 2B-2 and evidence that the DEIS-stated-cost did not match the DEIS-stated-design (I still contend that act was intentional to sidestep the NEPA process and [noncompliant with state statute](#).)

Inconsistency, falsehood, cowardice, selfishness, and dissimulation—we’ve seen it all since April 2009!