

ROD Edition—July 4th 2016
The 16th year of the
I-395/Route 9 Transportation Study

Welcome to another informational
newsletter for impacted citizens in
opposition to alternative 2B-2.

—FACT: 2B-2 met 20% of Purpose and Needs in Apr2009—

—FACT: This alternative was removed from consideration in
Jan2003 for specific safety concerns and the failure to satisfy
the study's system linkage need and traffic congestion need—

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
No-Build	No	No	No	No	No
Alternative 1-Upgrade	No	No	No	No	No
2B-2	No	No	No	Yes	No
3A-3EIK-1	Yes	Yes	Yes	Yes	Yes
3EIK-2	Yes	Yes	Yes	Yes	Yes
5A2E3K	Yes	Yes	Yes	Yes	Yes
5A2E3K-1	No	No	No	Yes	No
5A2E3K-2	Yes	Yes	Yes	Yes	Yes
5B2E3K-1	Yes	Yes	Yes	Yes	Yes

www.i395-rt9-study.com

—FACT: MaineDOT wants \$61 million to construct 2B-2—

—FACT: The FHWA approved the ROD on 6.13.2016!!—

Our View: [Maine DOT should stop nickel-and-diming safety](#)

The crash involving a vehicle that went through an aging Bath guardrail shows the state needs predictable revenue to put resources behind transportation infrastructure.

OPINION

Posted April 25

The Editorial Board

Use it up. Wear it out. Thriftiness is a quality Mainers value with an almost religious reverence.

No state agency better displays this way of thinking than the Maine Department of Transportation, which every year manages to make do with inadequate resources.

It's admirable, except for one thing: The resources actually are inadequate.

Nickel-and-diming safety is a poor way to make decisions, but that's just what the state has been doing for too long. The age of Maine's roads and bridges, combined with legislators' stubborn refusal to raise the gas tax, is delaying needed maintenance and putting people at risk.

Earlier this month, [an SUV crashed through a railing on the Bath viaduct](#), tumbling down to the street below and landing upside down in the bed of a pickup truck. The safety of the railing had been the subject of [two inspections](#) since 2014, but recommended repair work had been put off.

A visual examination of the viaduct by a Press Herald reporter revealed over a dozen places where anchor bolts attaching the rail to the bridge were broken or missing, and places where the concrete was cracked and crumbling.

The viaduct is scheduled to be replaced this year, but there are 30 other Maine bridges with the same design, which should be raising alarms throughout the state about the safety of our roads.

Maine DOT engineers have the difficult job of prioritizing maintenance work on the state's transportation infrastructure. When the department delivered its work plan to the Legislature, it projected a \$168 million gap between the cost of the work that needs doing and the money available.

Gaps like that every year are partially filled with state bonds, which have to be repaid by all taxpayers, largely state residents. But even with the borrowed money, there are still a number of projects that are sloughed off from one year to the next.

That kind of budgeting might work for a homeowner, but it's a dangerous way to operate for a state that needs roads and bridges that can safely move both heavy trucks and light vehicles.

The deficit is created by a gas tax that doesn't bring in enough to meet Maine's need. An effort to increase the 30-cent-per-gallon levy was thwarted in the Legislature this year. If they had been able to raise it only 5 cents, Maine would have \$35 million more to maintain its roads, with much of it coming from tourists and out-of-state trucking companies.

A modest increase in the gas tax would help, but it would not fix the problem. The gas tax should be based on the state's actual maintenance needs, not on what some politicians think that their constituents want to pay.

Maine has missed an opportunity to modernize its infrastructure during the recovery from the Great Recession, when interest rates were at historic lows and construction companies hungry for work bid aggressively. It would be a mistake to get further behind by clinging to a 30-cent gas tax.

The DOT deserves credit for finding efficiencies and managing resources. But we are not going to scrimp our way out of this problem.

Letting state infrastructure fall apart is not thrifty – it's just dumb.

[Livability Initiative Case Study](#), a highly touted initiative still posted on the FHWA website, was cancelled by the LePage administration. They cancelled this initiative in March 2011 and the \$100 million Wiscasset Bypass project in August 2011—YET—they are hell-bent on going forward on spending \$61 million on an alternative (2B-2) that does not meet the original study purpose and needs and in fact only met 20% of the purpose and needs in April 2009.

FHWA → Livability → Case Studies

Gateway Route One: An Innovative, Community-Led Land Use and Transportation Planning Project for Maine's Mid-Coast.

Also available for download ([PDF icon](#), 185KB)

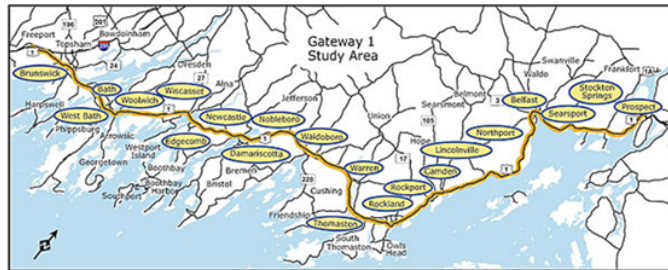
To view PDF files, you need the [Acrobat® Reader®](#).



This project produced several principles that help develop livable communities. These principles include: promoting mixed-used communities; implementing minimum lot size and frontage requirements that have a direct impact on transportation; building schools, day care centers and recreation areas near neighborhoods; planning large retail activities near interstate interchanges; creating opportunities to co-locate public facilities; designing neighborhood streets to a smaller scale than state roads; adopting driveway and entrance location and design standards; and preserving open space plans for large lot sizes.

Gateway Route One is an elevated highway that whisks people through towns over the Kennebec River, through Wiscasset's historic downtown Main Street, and into mid-coast Maine. Maine DOT views Route One as a road that transports goods and people quickly, safely and efficiently. In the past, there have been clashing visions for the road. The state is responsible for regional transportation infrastructure decisions, but municipalities are responsible for making decisions that affect their individual stretches of road. The intersection of those often competing viewpoints has left its mark on Route One, where disjointed planning efforts have been marked by a lack of collaboration, wasted funds, and results that oftentimes had unintended consequences, such as increased congestion and a loss of scenery.

In 2005, Gateway Route One received Federal funding in the amount of \$350,000. In 2006, they received an additional \$1.3 million. The funds were used to maintain efficiencies in the highway system while still providing opportunities for the towns to pursue economic development along the corridor. This included developing a stretch of road with fewer entrances and exits for gas stations and retail stores. The most important outcome of Gateway Route One is the relationships that developed between the DOT and the communities. In 2009 more than 16 communities signed the Statement of Agreement that demonstrates their commitment to the development of the corridor.



Map of the Route 1 Gateway Study Area

Excerpt from a [Bangor Daily News article dated 1.08.2012](#):

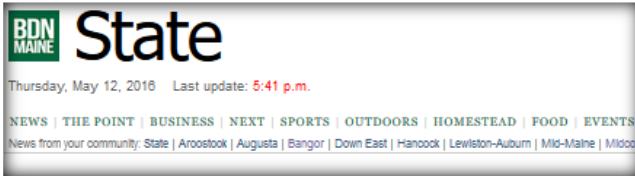
In 2000, the 21 Route 1 towns between Brunswick and Stockton Springs began an MDOT-led effort called Gateway 1 with the intention of working together toward large-scale solutions. In exchange for a seat at the table when it came to deciding on investments in Route 1, municipalities were required to sign an agreement to work with each other and support land-use measures that would regulate development along the corridor.

More than \$2 million was invested into the effort, but the project was scrapped in March 2011 by Gov. Paul LePage and Transportation Commissioner David Bernhardt, who said **the department's economy-stressed budget would be better spent on maintenance as opposed to large capital projects.**

“What we wanted to try to avoid was getting into a discussion about a new superhighway,” said Chris Mann, a policy development specialist for the DOT. “I briefed the new commissioner on Gateway 1 ... The basic upshot was that this just wasn’t consistent with our basic priorities. **We’ve really got to focus more on maintaining our top critical infrastructure. It’s the fiscal reality.**”

- Wouldn't 2B-2's \$61 million be better spent on Maine's unmet transportation needs?

Interesting correlation between a proposed national monument and what we've been saying all along about alternative 2B-2:



By [Nick Sambides Jr.](#), BDN Staff
Posted May 12, 2016, at 2:33 p.m.
Last modified May 12, 2016, at 3:47 p.m.
Excerpted from original article:

LePage on upcoming national monument meetings: [‘The fix is in’](#)

AUGUSTA, Maine — Gov. Paul LePage [reiterated his opposition to a proposed north woods national monument](#) Thursday and seemed miffed that he [wasn't personally notified of meetings](#) next week between the National Park Service's leader and residents chaired by U.S. Sen. Angus King.

→ How many times—since April 2009—has critical information been withheld or we were not personally notified of meetings? YES—the fix is in—how else can one explain—how a deficient route (2B-2) not meeting study purpose and needs—could end up as the preferred alternative for a \$61 million project?

“I think notifying the governor's office would have been appropriate,” LePage said Thursday. [“They seem like they have already made up their minds.](#) Town after town has voted against federal control of the North Woods, and [the Legislature passed my bill to limit federal jurisdiction over a national monument.](#)”

→ “They [MDOT] seem like they have already made up their minds.”

[“Clearly, they don't want an open dialogue on this issue,”](#) LePage added, later stating that [“the fix is in”](#) and questioning whether King supports the monument [“against the will of Mainers.”](#)

→ 2B-2 will also be constructed against the will of Mainers—“Clearly, they [MDOT] clearly don't want an open dialogue on this issue.”

“Senator King firmly believes, as he always has, that Director Jarvis must hear directly from Mainers firsthand about this issue, because [an open and public dialogue is necessary](#), and that's exactly why he urged Director Jarvis to visit the state.”

→ We have begged for “an open and public dialogue”—MDOT refuses what should have been mandatory.

“Senator King is looking forward to Director Jarvis' visit, to having a representative from the governor's office participate, to having the facts of the proposal presented, and to hearing from both opponents and proponents about it. Senator King is committed to, and he hopes for, [a frank and open conversation because that's what the people of Maine deserve on such a significant issue.](#)” Ogden added.

→ Yes—we deserve that same “frank and open conversation” on “such a significant issue”.

[It was unclear whether the first forum on Monday would feature a question-and-answer session.](#) The East Millinocket forum will be attended by East Millinocket, Medway, Millinocket, Patten and Stacyville government officials and school boards, Ogden has said.

→ The only Public Hearing since 2B-2's selection was a listening-session-only. (May 2012) We have never had a question-and-answer session since 2B-2 was selected. MDOT refuses a two-way on-the-record debate.

“The National Park Service, by their own admission, [cannot adequately maintain our existing public lands with existing resources,](#)” LePage said. [“It defies logic](#) that we would create a new national monument right next to Baxter State Park when the [federal government is facing a massive deficit that amounts to over \\$58,000 for every man, woman and child in the United States.](#) Rather than creating a new, unsupported national monument in Maine, [the focus should be on maintaining the lands we already own.](#)”

→ Our state has record transportation shortfalls and cannot afford to maintain existing roads and bridges—YET—the MDOT seems hell-bent on spending \$61 million of a deficient alternative (2B-2) that does not meet the original study purpose and needs; that satisfied only 20% of purpose and needs in April 2009 and was removed from further consideration in January 2003 for safety concerns. Wouldn't that \$61 million be better spent on Maine's unmet transportation needs?

Wiscasset Route 1 traffic changes moving ahead

By Chris Chase - Coastal Journal

Published online on June 21, 2016

WISCASSET — A Maine Department of Transportation plan intended to improve traffic flow through downtown Wiscasset won approval by the town's selectmen Monday, despite protest from several business owners who argued the plan will cripple their businesses.

The select board unanimously voted for "Option 2," one of three plans presented to the town by MDOT, in a public meeting on March 8. The plan will increase the size of sidewalks on Main Street, add two sets of traffic lights, and eliminate all on-street parking.

Parking will be shifted to the former Coastal Enterprises building on Water Street. The building will be torn down and replaced with a parking lot.

The plan would be paid for with federal and state funds, and is estimated to cost around \$5 million.

The decision by the select board comes after a non-binding referendum on June 14 that asked residents to choose which MDOT plan they preferred.

Of the 738 people who voted, 90 voted for "Option 1," which was similar to Option 2 but kept on-street parking; 206 people voted for "Option 3," which would leave Wiscasset as it is now. Option 2 received 426 votes.

"I think it is important and significant that Option 2 passed by a better margin than 2 to 1," said Wiscasset Select Board member David Cherry. "This was a pretty clear and resounding choice."

That vote, however, was called into question by residents and business owners at the June 20 meeting, who claimed it was flawed. Information presented by MDOT was left close to the polling place on June 14 while business owners were told they couldn't promote any choices from within 250 feet of the door.

"The election was flawed. There was blatant discrimination in the way information was presented to the voters," said Tim Buczkowski, co-owner of Showcase Antiques in Wiscasset.

Buczkowski said that MDOT being allowed into the building, near the polling place, was a direct violation of election laws, and that the information was only MDOT's opinion.

"MDOT talked only about the positive effects it would have on moving traffic through Wiscasset," he said.

A main point of contention for business owners was the elimination of on-street parking, something they said would destroy the downtown.

“Option 2 is going to prove deadly to the small businesses that currently occupy all 15 storefronts,” said Jib Fowles, a resident of Federal Street.

He pointed to a petition, signed by 20 downtown businesses that called for the select board to go with Option 3.

“MDOT’s agenda and the agenda of the town of Wiscasset are not identical,” said Fowles. “MDOT’s agenda is to flush through as much traffic as possible.”

Other business and building owners in town concurred with Fowles’ assessment of MDOT’s plan.

“I don’t know if we can trust the MDOT,” said Ralph H. Doering III.

Doering owns and operates several properties on Main Street. He urged the select board to leave things as they are, because it’s predictable.

“If you do that, you know what you get. Right now, on Main Street, you have 100 percent occupancy.”

Despite concerns, the select board said it would be remiss to not listen to the referendum vote, considering the significance of the majority.

“Now, I agree, it’s obvious, it’s very clear that it was not the choice of local business owners,” said Cherry. “You all are not the only people in town. You’re not the only voters in town. We all have to live with everybody else. The rest of the citizens decided that they would like to go to Option 2.”

The size of voter turnout, the highest for a June referendum in the past decade, also swayed the select board’s choice.

Select board member Ben Rines said despite his personal opposition to Option 2, and his own belief that it would be damaging to the town, he didn’t want to go against a majority of the voters.

“We do work in a society that is based on democracy,” said Rines. “I think we need to give the citizens of Wiscasset more credit.”

The project now moves from the planning phase to the design phase, according to MDOT Regional Planner Gerry Audibert.

He added that the town is still not completely committed to the project and it could still end up not happening if opposition is large enough.

“Once we do that, if we cancel the project, technically we have to pay the federal highway back,” said Audibert, but added that public input will be a large part of the project. “Public input is a very serious consideration with federal highway money.”

The process could take months, and Wiscasset likely won’t see any changes in the next year, said Audibert.

—End of article—

www.pressherald.com/2016/06/21/wiscasset-route-1-traffic-changes-moving-ahead/

Can you see a pattern in MDOT interactions with the public?

“The election was flawed. There was blatant discrimination in the way information was presented to the voters,” said Tim Buczkowski, co-owner of Showcase Antiques in Wiscasset. Buczkowski said that MDOT being allowed into the building, near the polling place, was a direct violation of election laws, and that the information was only MDOT’s opinion. “MDOT talked only about the positive effects it would have on moving traffic through Wiscasset,” he said. “MDOT’s agenda and the agenda of the town of Wiscasset are not identical,” said Fowles. “MDOT’s agenda is to flush through as much traffic as possible.”

- Yes—a lot of MDOT’s information is only opinion as we have pointed out in many contradictory documents on this very website. Even MDOT’s documented words countermand what they say today and they don’t seem compelled to tell us why.
- MDOT’s agenda for the I-395/Route 9 connector is clearly not the agenda of many in 2B-2’s impacted communities. Remember—2B-2 does not meet Purpose and needs!!
- Again—the MDOT successfully controlled the conversation. Anything negative about the I-395/Route 9 Transportation Study selection of 2B-2 was buried in the back of the book—unanswered. They have never addressed the following statements when 2B-2 was simply called 2B and removed from further consideration in January 2003:
 1. “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.”
 2. “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.”
 3. “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.”
 4. “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.”
 5. “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.”
 6. “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).”
 7. “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.”
 8. “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.”
 9. “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.”
 10. “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.”

“I don’t know if we can trust the MDOT,” said Ralph H. Doering III.

- The MDOT has done nothing since April 2009 to foster trust with the many of us that oppose 2B-2 for the I-395/Route 9 connector. The MDOT operates in a vacuum with no accountability to the people they are sworn to serve and in fact the decision to appoint 2B-2 as the preferred alternative was done covertly with absolutely no input from the impacted communities or their PAC members—the MDOT didn’t even have the decency to advise the impacted communities of that decision, first made in Sept2010, until it was discovered some 15 months later...

The project now moves from the planning phase to the design phase, according to MDOT Regional Planner Gerry Audibert. He added that the town is still not completely committed to the project and it could still end up not happening if opposition is large enough. “Once we do that, if we cancel the project, technically we have to pay the federal highway back,” said Audibert, but added that public input will be a large part of the project. “Public input is a very serious consideration with federal highway money.”

- Sound familiar? This is the same monetary tactic used by the MDOT when they testified in opposition to LD 47 in February of 2015. At that time—the Federal funds expended on the I-395/Route 9 Transportation Study was \$2,205,277.00!! Their plan to spend \$61 million on a deficient alternative (2B-2) to save \$2.2 million seems illogical to many. AND—they (MDOT) never did answer whether they would or would not have had to pay back the funds, since they apparently did not have to pay back the federal funds from the original Wiscasset Bypass project that was cancelled in August of 2011 by this same administration.
- Public input has not been considered with alternative 2B-2. Our questions have gone unanswered; our petitions and multiple resolutions of opposition by our duly elected local governing officials have been completely ignored. The MDOT has refused to even enter into a conversation with the impacted communities other than to say they are going forward with 2B-2.
- The MDOT likes to say that they have had several Public Hearings and some 20 PAC meetings—yet—the one and only Public Hearing (May 2012) since 2B-2 was anointed as the preferred alternative was a listening session only—the assembled panel of government officials refused to answer any questions. As far as PAC meetings—at what would become the last PAC meeting on April 15, 2009—2B-2 only satisfied 20% of the study’s Purpose and Needs.

“I don’t know if we can trust the MDOT”

—Ralph H. Doering III 6.21.2016—

“...the information was only MDOT’s opinion.”

—Tim Buczkowski 6.21.2016—

Latest information from the MaineDOT:

From: "Howard, Nathan" <Nathan.Howard@maine.gov>
Subject: I-395/Route 9 Transportation Study Update
Date: June 24, 2016 at 1:14:02 PM EDT
To: Addresses removed for space

Good afternoon,

The Federal Highway Administration (FHWA) issued a Record of Decision (ROD) on the I-395/Route 9 Transportation Study on June 23, 2016. The ROD is the decision-making document for an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA). The ROD identified Alternative 2B-2 as the environmentally preferred alternative and selected the proposed route as the build alternative. This decision clears the way for MaineDOT to begin the Design and Right-of-Way process for the proposed I-395/Route 9 connector. A copy of the ROD is attached and soon will be posted to the project website. <http://www.i395-rt9-study.com/> MaineDOT will be hosting a Public Informational Meeting within the next month to discuss the I-395/Route 9 Transportation Study and FHWA's recent decision and to describe the process moving forward as the study now transitions into a project. Details of the meeting date, time and location will be provided once a location and date are determined.

Please let me know if you have any questions.

Nathan Howard
Bureau of Planning
MaineDOT
(207) 624-3310

[Click here to view Record of Decision.](#)

Maine DOT gets federal approval for I-395-Route 9 connector design



Bangor

By Nok-Noi Ricker, BDN Staff

Posted June 24, 2016, at 5:08 p.m.

BREWER, Maine — After 16 years of planning, the proposed and controversial [Interstate 395/Route 9 connector](#) has gained its first federal approval, project manager Nathan Howard of the Maine Department of Transportation's Bureau of Planning said Friday in an email.

The Federal Highway Administration issued a Record of Decision on the I-395/Route 9 Transportation Study on Thursday that selects the state's preferred route as the one that will be built, Howard said.

"The [Record of Decision] identified Alternative 2B-2 as the environmentally preferred alternative and selected the proposed route as the build alternative," he said of the estimated \$61 million project. "This decision clears the way for MaineDOT to begin the Design and Right-of-Way process for the proposed I-395/Route 9 connector."

Residents and community leaders in Brewer, Eddington and Holden have expressed concerns about the project that they say is being forced down their throats. An estimated [eight homes will be "displaced"](#) and another 54 other properties in Brewer, Eddington and Holden will be affected in one way or another, according to the Maine Department of Transportation concept plans.

"Firstly, I am not surprised," Eddington Planning Board member Gretchen Heldmann said in a Friday email about the federal decision. "The MDOT continues to steamroll ahead with insufficient data to justify the selection of this alternative, while simultaneously misleading the public and wasting taxpayer dollars."

Brewer City Manager Steve Bost described the connector as "a project in search of a mission, funded by money better spent on other infrastructure priorities, strongly opposed by the affected municipalities and homeowners, and based upon data that is no longer relevant. ... It would be funny if it was fiction, but unfortunately it is not."

Opponents have held forums in an attempt to stop the project. The Brewer City Council voted unanimously [in opposition to the roadway](#). The Holden Town Council also [voted against it](#). Eddington Selectmen [voted last year to take no action](#) on any resolve about the project, even though [town officials sued the Maine Department of Transportation in 2013](#) for connector documents.

The planned route extends I-395 where it ends at Wilson Street in Brewer and roughly follows the Holden-Brewer line until entering Eddington and connecting with Route 9.

The two-lane road is designed to ease heavy truck traffic and improve safety on nearby routes 46 and 1A, while also creating a more direct link from Canada to the U.S. highway system.

The Record of Decision is the final step in the Environmental Impact Statement process. It identifies the preferred route, the basis for the decision, the alternatives considered, the "environmentally preferable alternative," and provides information to avoid, minimize and compensate for environmental impacts, the Department of Transportation's [I-395-Route 9 connector website](#) states.

A copy of the federal decision will soon will be posted to the project website, Howard said.

It is the sixth of seven steps needed to complete the project, which has a tentative 2025 completion date.

Now that the Record of Decision has been issued, “MaineDOT will be hosting a Public Informational Meeting within the next month to discuss the I-395/Route 9 Transportation Study and [Federal Highway Administration’s] recent decision and to describe the process moving forward as the study now transitions into a project,” Howard said.

The date and time for the meeting have not been set, he said.

The connector has been in planning stages since 2000, and members of a local regional transportation board said they felt forced to [endorse the road project](#) in March when state officials told them they would lose \$57 million in regional road project funding.

The [Bangor Area Comprehensive Transportation System](#)’s policy committee endorsement was also approved by Federal Highway Administration officials on April 8 and allocates \$250,000 to prepare preliminary engineering and right-of-way documents for the connector, Howard said.

“This will go down in history as a waste of time and money,” Heldmann said.

“The MDOT continues to steamroll ahead with insufficient data to justify the selection of this alternative, while simultaneously misleading the public and wasting taxpayer dollars.”

—Gretchen Heldman 6.24.2016—

“...a project in search of a mission, funded by money better spent on other infrastructure priorities, strongly opposed by the affected municipalities and homeowners, and based upon data that is no longer relevant.”

—Steve Bost 6.24.2016—

Comments from Larry Adams to June 24th [BDN article](#):

\$2.8+ million dollars has already been squandered over the past 16 years to select an alternative (2B-2) that satisfied only 20% of the study's purpose and needs at the final Public Advisory Committee meeting held on April 15, 2009.

http://www.i395-rt9-study.com/Pubs/PACo41509_handouts.pdf

In January 2003—when 2B-2 was known simply as 2B—state and federal government transportation professionals removed this alternative 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. 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).”

<http://www.i395-rt9-study.com/Pubs/Alts%20Tech%20Memo.pdf> (pages ii and iii)

This connector was to provide a high-speed, limited-access connection from I-395 in Brewer to Route 9 at or near the Eddington/Clifton corporate border—bypassing the Village of East Eddington and the Route 9/46 intersection—not a connection 4.2 miles to the west of the original study system linkage need logical termini and not incorporating 4.2 miles of Route 9 that includes 148 separate/distinct access points, 10 local roads and 5 changes in posted speed limits—and—once again in the words of these same transportation professionals: “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. 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.”

<http://www.i395-rt9-study.com/Pubs/Alts%20Tech%20Memo.pdf> (pages 20/21)

These same transportation professionals also clearly stated in their own October 2003 MaineDOT/FHWA Technical Memorandum: “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 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.”

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

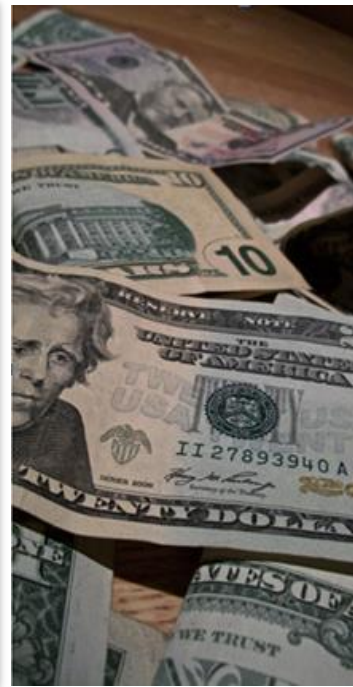
These are the words of MDOT/FHWA transportation professionals—check the hyperlinked references—these statements have never been explained—just hidden away, unanswered in the back of a book that no one will read...

http://www.i395-rt9-study.com/Pubs/Draft_Comments.pdf

The Interstate Highway System turns 60:

Challenges to Its Ability to Continue to Save Lives, Time and Money

JUNE 27, 2016



- Three percent of the nation's Interstate bridges are rated structurally deficient and 18 percent are rated functionally obsolete.
- A bridge is structurally deficient if there is significant deterioration of the bridge deck, supports or other major components. Bridges that are functionally obsolete no longer meet modern highway design standards, often because of narrow lanes, inadequate clearances or poor alignment.
- The ten states with the greatest share of Interstate bridges that are structurally deficient are: Rhode Island, West Virginia, Wyoming, New York, Connecticut, Michigan, Illinois, Colorado, Massachusetts and Maine. Data for all states can be found in the [Appendix](#).

State	Interstate Bridges Structurally Deficient
Rhode Island	15%
West Virginia	9%
Wyoming	9%
New York	8%
Connecticut	7%
Michigan	7%
Illinois	7%
Colorado	6%
Massachusetts	6%
Maine	5%

[Click here to view the above text and facts on page 10.](#)

- 5% of the bridges on Maine's interstate highways are structurally deficient—28% are functionally obsolete per [TRIP analysis](#) of U.S.DOT data.
- 33% of the bridges on Maine's interstate highways are either structurally deficient or functionally obsolete and need to be addressed immediately.
- Maine ranks tenth in the nation of states with the greatest share of interstate highway bridges that are structurally deficient.
- Maine has 2% more structurally deficient bridges than the national average of 3% and 5% more functionally obsolete bridges than the national average of 18%.

We can't afford to maintain existing infrastructure, yet the MDOT is moving forward with a \$61 million boondoggle that does not meet the original study purpose and needs—satisfying only 20% of purpose and needs in April 2009. A majority of citizens and civic leaders within the impacted communities are vehemently against this project and have been left out of the “Public Involvement throughout the process” that the [ROD](#) now uses as a talking point.

FEDS approve 2B-2 with the biggest lie to date:



Record of Decision
Federal Highway Administration
Maine Division

FHWA-ME-EIS-12-01-F

I-395/Route 9 Transportation Study

FHWA based its decision on the:

- Transportation needs of the I-395/Route 9 study area;
- The results of the DEIS and FEIS;
- Interagency coordination and agency comments;
- Public involvement throughout the process
- Balancing the social, economic, and environmental impacts of the alternatives.

“Public involvement throughout the process”

2B-2 was removed from further consideration in Jan2003 for serious safety concerns with the same 4.2 mile segment of Route 9 that would give us MDOT's now infamous “hard look at Route 9” in Sept2010. 2B-2 satisfied only 20% of study purpose and needs at the April 15th 2009 Public Advisory Committee meeting that turned out to be the final PAC meeting in this study as the PAC was never rep paneled. **April 15th 2009 is the day that public involvement ended in this study** as the study was conveniently taken “underground”.

Since Jan2012, when the study was forced to resurface, private citizens and civic leaders of the impacted communities have been minimized at every turn and summarily dismissed. Nice try FHWA—this is just another lie in a study plagued with misrepresentations...