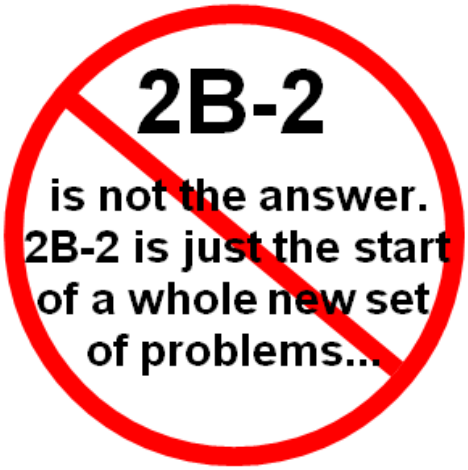

January, February and March of 2017 in the seventeenth year of the I-395/Route 9 Transportation Study/Project

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

MaineDOT's own documentation decries 2B-2 satisfied only 20% of Study Purpose and Needs in Apr2009. An identical alternative (2B) was removed from consideration in Jan2003 for serious safety concerns and the failure to satisfy both the Study System Linkage and the Traffic Congestion Needs.

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

What is it about **NO** that they don't seem to understand??

An annual shortfall of $59 million is acknowledged in the new 3 year [MaineDOT Work Plan](#)—yet—apparently we have enough money to fund a deficient project that many in the impacted communities see no need for…

Acknowledged shortfalls over the next 3 years:

- $57 million in unmet bridge needs.
- $177 million overall shortfall.

Core Highway and Bridge Programs
CY 2017-2018-2019 *Work Plan* vs. Need, to Meet Statutory Goals
(in millions of $)

Work Group	Average Annual $ from 2017-2018-2019 *Work Plan*	Annual $ Needed to Meet Basic Statutory Goals	Average Annual $ Shortfall	Dollar % Shortfall*
Bridge Projects	$121	$140	-$19	-13%
Highway Reconstruction/Rehab	$78	$100	-$22	-22%
Pavement Preservation	$90	$108	-$18	-17%
Light Capital Paving	$27	$27	$0	0%
Total - Core Programs	**$316**	**$375**	**-$59**	**-16%**

xiii

$7.25 million appropriated for connector project in 2017:

ID/Year	Municipality	Scope	Name	Description	Funding
018915.00 **2017**	Brewer, Eddington, Holden	Highway Construction/ Rehabilitation Highway Improvement-PE Only	Interstate 395, Route 9 Connector	Beginning 0.25 of a mile west of Interstate 395 with Route 1A, roughly paralleling the Brewer-Holden town line, extending 6.00 miles to Route 9 west of Chemo Pond Road (in the vicinity of Lois Lane).	$7,250,000

115

Maine's unmet transportation needs vs. the $61 million cost of 2B-2:

- 98 bridge projects (page i) at a cost of $121 million or approximately $1.24 million/highway bridge project.
- 320 miles of Preservation Paving (page i) at a cost of $91 million or approximately $284,375 per mile.

Core Highway and Bridge Programs CY 2017-2018-2019 *Work Plan* vs. Need, to Meet Statutory Goals (in millions of $)				
Work Group	**Average Annual $ from 2017-2018-2019 *Work Plan***	**Annual $ Needed to Meet Basic Statutory Goals**	**Average Annual $ Shortfall**	**Dollar % Shortfall***
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Light Capital Paving	$27	$27	$0	0%
Total - Core Programs	**$316**	**$375**	**-$59**	**-16%**

$177 million total Core Programs shortfall over the plan's 3 years:
- $57 million—unmet bridge needs (46 unfunded bridge projects).
- $54 million—unmet pavement preservation needs (190 miles).

2B-2's $61 million cost alone could underwrite: 49 bridge projects or 215 miles of pavement preservation—currently not funded.

The $7.25 million appropriated for the I-395/Route 9 Connector for FY-2017 alone could underwrite 6 highway bridge projects or 25.5 miles of pavement preservation—currently not funded.

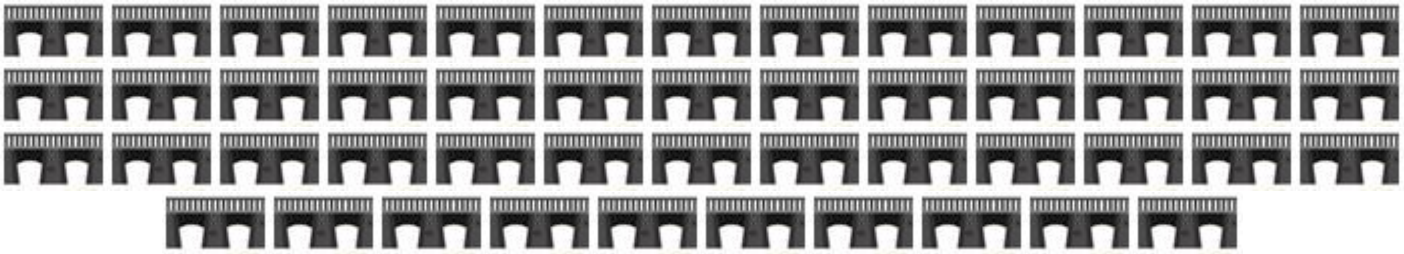
Which of the following is the best expenditure for $61 million?

- ☐ 49 highway bridge projects not currently funded?
- ☐ 215 miles of pavement preservation not currently funded?
  (As a perspective: 2B-2 is roughly 190 miles from the I-95 Maine/NH border.)
- ☐ 6.1 mile project (2B-2) that many fervently do not want or need?

"How do Maine DOT and FHWA intend to address the argument that the no build alternative might save state and federal transportation funding that might be better served on other unmet needs in the state?" US Army Corp of Engineers (page 59) July 2012

2B-2's $61 million "might be better served on":

49 unmet bridge repair projects @$1.24 million per project:



—OR—

215 unmet miles of pavement preservation @$284,375 per mile:

DOT official connector website removed??
Larry Adams 1/14/2017 11:41 AM

I check the official DOT connector study website frequently and this morning found the link http://www.i395-rt9-study.com/ no longer working. It has apparently been replaced by http://maine.gov/mdot/projects/I395rt9connector/. This new site has no historical data other than the ROD and a presentation from last July's meeting – how convenient; also looks like another project manager!! Sure is nice that they keep us informed of all changes!! Remember that promise from the MDOT in January 2012?? Did I miss the latest biweekly status update email??

Our citizen's website http://i395rt9hardlook.com/ may be the only place that still offers this rebuttal historical data. Our website will remain up and running for at least another year to capture the design phase of this project.

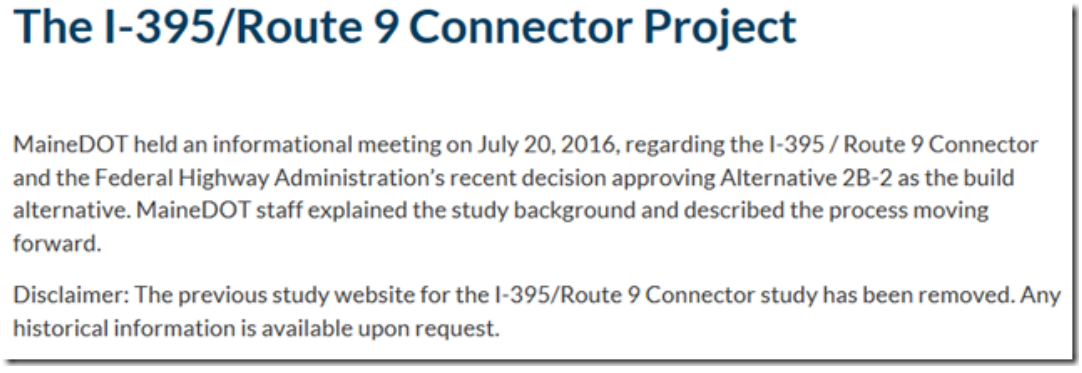
Removing 16 years of historical data does not change the impact to our communities nor does it magically make 2B-2 meet purpose and needs…

MaineDOT website disclaimer
Larry Adams 1/27/2017 5:41 PM

Note the disclaimer that is now on the official MaineDOT website reference the removal of the original study website. They have also added the FEIS since the last time I logged in.

I am glad to see that they responded to my complaints in the Bangor Daily News posted Jan 17th.

Many of these historic documents are also now available on our own citizen's website, so if anyone needs to find anything – feel free to ask and I will attempt to point you towards what you need.



The I-395/Route 9 Connector Project

MaineDOT held an informational meeting on July 20, 2016, regarding the I-395 / Route 9 Connector and the Federal Highway Administration's recent decision approving Alternative 2B-2 as the build alternative. MaineDOT staff explained the study background and described the process moving forward.

Disclaimer: The previous study website for the I-395/Route 9 Connector study has been removed. Any historical information is available upon request.

Words have meaning—unless they are suppressed…

*Repost from Oct2016 suggesting how many of us are negatively impacted by 2B-2. MaineDOT/FHWA officials have yet to refute these words!!

MaineDOT and FHWA transportation professionals clearly stated in their October 2003 MaineDOT/FHWA/ACOE Tech Memorandum: http://i395rt9hardlook.com/wp-content/uploads/2017/01/Alts-Tech-Memo-10.2003.pdf (page#5)

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

"Alternatives 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."

MaineDOT/FHWA's own words forewarn that alternative 2B-2 will "severely impact" the community of Eddington along an approximate 3.8 mile segment of Route 9 to the west of Route 46 and "negatively affect" people living along Route 9" from Clifton in the east to North Brewer in the west.

- Both statements made by MaineDOT/FHWA transportation professionals are specific to only those living along Route 9 and not those so significantly affected by losing their home and/or properties or the many of us living as close to 100 feet of this new highway. There are literally hundreds of people affected by this project—in MaineDOT's own words…

More MaineDOT projects that many citizens of the impacted communities do not want—when do we get to vote on 2B-2??

BDN MAINE Midcoast

Controversial midcoast projects included on Maine's transportation to-do list

By Beth Brogan, BDN Staff Posted Jan. 13, 2017, at 3:59 p.m. (Excerpted below)

BOOTHBAY, Maine — A $3.3 million roundabout that caused conflicts among townspeople in Boothbay last year is one of several projects included in a $2.3 billion work plan released earlier this month by the Maine Department of Transportation. Later this year, the department expects work to start on the roundabout on Route 27 at the intersection of Corey Lane and Back River Road. The project, approved by a narrow margin by Boothbay voters in November 2016, was proposed by developer Paul Couloumbe, who in 2008 built a waterfront estate on nearby Southport Island and has since invested tens of millions of dollars redeveloping various properties, including the Boothbay Harbor Country Club.

Couloumbe, well-known throughout the state as the former owner of White Rock Distilleries, also offered to help fund the project, which the transportation department and town officials say would improve safety at the intersection. But opponents charge that the roundabout is really designed to benefit another of Couloumbe's proposed developments adjacent to the area.

In November 2016, Boothbay residents voted to pay $1.5 million for the project, with Coulombe to pay the same and the state funding $1 million, the Boothbay Register reported.

About 45 minutes south, the Frank J. Wood Bridge, which carries Route 201 over the Androscoggin River between Topsham and Brunswick, is slated for a $15 million "improvement" in 2018-19. But whether the 1937 bridge is replaced or repaired remains undetermined after various groups in both towns objected to a state plan to replace the landmark green structure.

Maine Department of Transportation spokesman Ted Talbot said Friday that such projects typically receive 80 percent of their funding from the federal government and 20 percent from the state.

The three-year work plan also allocates $17.5 million for projects at Brunswick Executive Airport — the former Brunswick Naval Air Station. Those projects include construction of a 10-unit "T-hangar," an "itinerant box" hangar, a corrosion control/de-ice hangar and installing solar power in hangars.

In Wiscasset, $5 million is slated for "downtown improvements at various locations" in 2018-19. After years of discussions about a potential bypass ended, the transportation department proposed and then voters selected a plan designed to speed stalled summer traffic along Route 1.

But opponents of the plan argue that a new local vote is required because the department opted to forgo federal funding, some say to allow the project to skirt federal historic and environmental restrictions.

Work on I-395/Route 9 connector scheduled to start this year

By Nok-Noi Ricker, BDN Staff
Posted Jan. 17, 2017, at 6:22 p.m.
Last modified Jan. 17, 2017, at 7:37 p.m.

BREWER, Maine — City officials were surprised to learn that the Maine Department of Transportation's work plan for the next three years includes $7.25 million to start construction of the controversial Interstate 395/Route 9 connector.

"No, they certainly have not informed this office, and I would assume that this is where they would begin," Brewer City Manager Steve Bost said Tuesday afternoon.

The transportation department's $2.3 billion work plan for 2017-19 released earlier this month "describes all of the projects and activities planned by the department" for those calendar years, according to the document.

It states that the $7.25 million heading to the Brewer-Holden-Eddington area in 2017 is for highway roadway construction "beginning 0.25 of a mile west of Interstate 395 with Route 1A, roughly paralleling the Brewer-Holden town line, extending 6.0 miles to Route 9 west of Chemo Pond Road (in the vicinity of Lois Lane)."

That amount, however, does not approach the $61 million total cost the Department of Transportation previously has estimated for the connector project, which has been in the planning stages since 2000. Efforts to clarify Tuesday exactly how much of the project would be completed in this phase were unsuccessful.

The I-395/Route 9 connector is an approved limited access two-lane road from Brewer to Eddington designed to ease heavy truck traffic and improve safety on nearby routes 46 and 1A, while also creating a more direct link from the Canadian Maritimes to the U.S. highway system.

Area residents and community leaders have expressed concerns about the project over the years. Larry and Mary Adams, who live about 100 feet from the project's line near its crossing with Eastern Avenue in Brewer, have made fighting the project their life's work.

Larry Adams said state money was set aside "for a connector that many do not want or see the need for."

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 Department of Transportation concept plans.

"I was not aware of [the work plan], but I'm not surprised," Bost said Tuesday. "I am surprised by the date. We had anticipated this to be pushed out. That is new information."

Surprise announcements by the MDOT concerning the connector are nothing new, Bost said. The department's decision on its preferred route — one that had been eliminated years before — stunned town officials and residents of the three communities when they learned about it in late December 2011. The MDOT quickly issued an apology for not informing the communities earlier.

Members of the Bangor Area Comprehensive Transportation System's policy committee said they felt forced last year to endorse a new three-year plan that included the connector, or lose all the region's funding. That approval set aside $250,000 to start work on the design and right of ways.

Larry Adams said he also was upset that the state removed its old planning website, which had years of data posted on it, to make way for a new site that only includes a July 20, 2016, presentation, a map of the state's preferred route and the Federal Highway Administration's Record of Decision.

Rhobe Moulton, Maine Department of Transportation senior project manager, said Tuesday that she was unaware the old connector website had been taken down, but added she assumes it's because the planning stage is over.

The Federal Highway Administration approved the Department of Transportation's planned route in June, and since then, Maine transportation employees have been out surveying the area to finish the design and right-of-way process, she said.

"We're getting more survey [information]," Moulton said. "We're augmenting what we already had."

Moulton said once the new survey information is collected, the department plans to have another public hearing. At that point, community leaders, including the Brewer city manager, will be informed, she said.

"There is nothing to inform him of," Moulton said, referring to Bost. "As soon as we have something, we will let them know."

Based on outdated and misleading DEIS data—impacted communities will lose $1.24 million in tax revenues over the 20 year design-life of 2B-2.

3 · I-395/Route 9 Transportation Study Environmental Impact Statement

The build alternatives would result in a reduction in tax revenue in Brewer, Holden, and Eddington because the land converted to transportation use would no longer be tax-eligible. Annual tax revenue would decrease by approximately:

- Alternative 2B-2/the Preferred Alternative
  - » Brewer: $37,000
  - » Holden: $7,200
  - » Eddington: $17,800

Page · 140

The DEIS, issued in Mar2012, doesn't reflect current 2017 tax rates and property valuation, doesn't anticipate future tax rates and property valuation, and doesn't anticipate future abatements for property values driven down by those in close proximity to 2B-2. DEIS-data is 5 or more years out-of-date; the DEIS is misleading and the support data is invalid at best.

- FACT: Brewer tax rate @$17.95 per $1,000 valuation for the years 2009 to 2012.
- FACT: DEIS-stated $37,000 revenue decrease reflects a $2,061,282 valuation.
- FACT: Brewer tax rate @$21.52 per $1,000 valuation in 2017—that's an increase of $3.57 per $1,000 of valuation—more than the tax rate reflected in the DEIS. The DEIS-stated $37,000 when corrected for the current 2017 tax rate is actually $44,359.
- FACT: The $7.25 million 2017 appropriation funds the eminent domain process and final project design. As early as year's end, those "purchased" properties will be tax exempt and Brewer may start losing $44,359/year in revenues @the current mill rate.
- FACT: The DEIS-stated-data does not reflect real estate properties impacted by close proximity to, but outside of the proposed ROW (with zero compensation) that upon abatement will further reduce tax revenues to reflect property devaluations.
- CONCLUSION: The DEIS-stated data is misleading at best and does not accurately reflect the real losses that will be suffered by the impacted residents and communities over the 20 year design-life of 2B-2, with zero compensation. It's not far-fetched to say that the City of Brewer will contend with lost revenues approaching $1.0 million over 2B-2's 20 year design-life, as future tax rates and abatements are added into the equation. Impacted residents, in close proximity to 2B-2, are already feeling the loss in their home values measured in the $tens of thousands, sparked especially by events as reported in BDN articles of 3.29.2016, 4.10.2016, and once again in 1.23 2017.
- QUESTION: How does the State of Maine intend to make up for the 20 year loss in tax revenues to our municipalities and the devaluation to property owners impacted by the proximity affect? Are we expected to absorb these real monetary losses for a connector that we do not need and vehemently do not support at a time when the state seems to relish in pushing Maine's communities to balance the state's budget? Wouldn't 2B-2's $61 million be better spent on Maine's unmet transportation needs??

‘Having an interstate go right over you is going to be horrible’

I-395/Route 9 connector neighbors lament threat to home values

BY NOK-NOI RICKER
BDN STAFF

BREWER — Several residents along the path of the Interstate 395/Route 9 connector say they feel trapped in homes that have lost value since the Maine Department of Transportation gained approval to build the 6-mile stretch of highway between Brewer and Eddington.

Others will lose their homes by eminent domain. The recently released DOT work plan for the next three years includes $7.25 million to purchase the land needed for the project and finish surveying and design, according to DOT spokesman Ted Talbot.

“Who would want to buy it?” Stephanie Cossette asked of her small farm on Lambert Road. “They’ll figure out, ‘Oh, that road is going through there,’ and won’t want it. If we did ever sell it, it would be at a tremendous loss and then where would we be?”

Stephanie and Edwin Cossette live in a house they purchased three decades ago for its rural nature. The couple own five miniature horses that are “rescues” and a couple of dogs that, when let outside, are allowed to run free — for now.

“Right now, it’s wonderful,” Stephanie Cossette said. “It’s very quiet out here, peaceful. You can go for walks. We’re going to go from that to literally having not just a little road but a freaking interstate in our front yard.”

She said she’s also worried about her animals.

“I think it will be a disruption to them all through the construction and once it’s there,” Stephanie Cossette See Connector, Page A2

NOK-NOI RICKER | BDN

One of Stephanie Cossette’s miniature horses gets a close-up on Thursday in Brewer. Cossette said she worries about how the horses will handle the construction and noise created when the Interstate 395-Route 9 connector is built.

BDN MAINE Bangor

Monday, Jan. 23, 2017 Last update: 8:05 a.m.

‘Having an interstate go right over you is going to be horrible’

By Nok-Noi Ricker, BDN Staff
Posted Jan. 23, 2017,

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She said she’s also worried about her animals.

“I think it will be a disruption to them all through the construction and once it’s there,” Stephanie Cossette said. “Imagine the noise. Having an interstate go right over you is going to be horrible.”

The connector will extend I-395 where it ends at Wilson Street in Brewer and roughly follow the Brewer-Holden town line until entering Eddington and connecting with Route 9. The path of the highway goes underneath Eastern Avenue between Woodridge Road and Brian Drive. It will bridge over Eaton Brook, bridge over Lambert Road and will pass

underneath Clewleyville Road and Levenseller Road before connecting to Route 9. Eastbound traffic on Route 9 will have a stop sign.

A highway bridge will be built in Cossette's front yard so the connector can cross Lambert Road.

"We don't want to move," she said Thursday while giving treats to the horses she shows at the Tiny Hooves Miniature Horse Club in Hermon.

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 route's concept plans.

Rights-of-way needed for the roadway will exceed 163 acres, with properties along the route losing between half an acre to 20.19 acres, with most averaging 2 and 4 acres, according to the plans.

The assessed value of those potentially displaced properties and residences range from approximately $50,000 to $340,000, with the majority between approximately $147,000 and $323,000.

The DOT has created a Land Owner's Guide to the Acquisition Process that spells out how the department acquires property for projects by eminent domain and outlines how residents are compensated.

"Just compensation" is determined through the appraisal process, utilizing the principle of "fair market value," the guide states.

Property adjacent to the project boundaries gets nothing, except for the "stigma of association," John Huskins, who lives on Woodridge Road, said.

"I've been trying to sell my house for 18 months," Huskins explained Thursday.

There has been interest in the four-bedroom Colonial that sits on 2.8 acres, but once buyers hear about the limited access highway that gained federal approval in June and should be open to vehicles in 2025, they walk away or have tried "low-ball" techniques.

"I had an offer. Basically, we had an agreed-upon price, which was slightly below the assessed value," Huskins said.

Once the buyer heard of the connector, "they tried to get another $20,000 less" and the sale fell through.

He and others along the route say the stigma should be enough to reduce property values and, in turn, property taxes.

"I wish they would compense the people losing property values, not just the people they're moving," Stephanie Cossette said. "We don't know if they are going to put up any noise barriers or anything. What we do know is that having an interstate go right over you is going to be horrible."

Huskins added, "I think there should be an avenue for residents to demand new assessments based on market value changes caused by this project."

The original concept designs for the route have only been modified slightly since they were first completed six years ago.

The alignment was shifted slightly to the east to avoid the multiunit buildings associated with Common Sense Housing, an assisted living facility on Lambert Street, an email forwarded from Talbot states.

Even people who know they are going to have to move still have questions. The home of Ken and Jo-Ann Arbo is across the street from Common Sense and the Cossettes and is within the path of the connector, which is designed to ease heavy truck traffic and improve safety on nearby routes 46 and 1A, and create a more direct link from the Canadian Maritimes to the U.S. highway system.

“I wanted to do an appraisal and they said, ‘Don’t bother,’” Jo-Ann Arbo recalled Wednesday of a DOT representative who met with the couple and their neighbors in July.

The DOT plans have the connector going under Clewleyville Road, near the Holden home of Ron Lenfest and the Eddington residence of Suzanne Farrar and Richard Bryant.

“This isn’t for us. It’s for the truckers coming from Canada,” said Lenfest, who grew up on the property where he lives in a different house that burned. “I say, [expletive] the truckers.”

Farrar said she still has questions about exactly where the route will go and how close it will be to the home where she lives, which sits on 5 acres.

“We’re not sure where it’s going,” she said.

Even so, Farrar added, “People have already lost value in their homes. I just don’t get why they are taking away our peace and quiet. There are deer in the field, wild animals. I would imagine they probably won’t be around” after the new highway is built.

Lenfest said he plans to put his house on the market, but doesn’t believe his chances of selling it are good.

“Who is going to want to listen to all that?” Lenfest said of the future truck noise from the limited-access two-lane highway. “I’ll have to sell it cheaper than it’s valued at. It’s Holden, and the taxes are high here.

“A lot of people are pissed off, but what are you going to do about it?” he added. “Nothing is going to change. It’s not going to help the outcome any. It is what it is.”

Stephanie Cossette also said she knows there is no way to fight the approved project.

“I’m disappointed, just as everyone else is in the area,” she said. “While they are not taking my house, the road will be going across the front of my property. We have five miniature horses, and we feel like we’re trapped. It’s not too easy for us to pick up and leave.”

Personal [comments to the BDN article]():

Comments for: 'Having an interstate go right over you is going to be horrible'

By Nok-Noi Ricker, BDN Staff
Posted Jan. 23, 2017, at 1 a.m.
Last modified Jan. 23, 2017, at 5:41 p.m.

"Who would want to buy it?" Stephanie Cossette asked of her small farm on Lambert Road. "They'll figure out, 'Oh, that road is going through there,' and won't want it. If we did ever sell it, it would be at a tremendous loss and then where would we be?"

173 Comments Bangor Daily News Login

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Larry Adams • 4 hours ago

A nearly identical route to 2B-2 (2B) was dismissed from further consideration by January 2003 for specific safety-related concerns with using Route 9 as an integral segment of the alternative, as fully documented in an October 2003 MaineDOT/FAA Technical Memorandum. Nothing has changed; 2B's concerns in 2003 are just as valid today with 2B-2, yet apparently no longer a concern to our state/federal transportation professionals:

A nearly identical route to 2B-2 (2B) was dismissed from further consideration by January 2003 for specific safety-related concerns with using Route 9 as an integral segment of the alternative, as fully documented in an October 2003 MaineDOT/FAA Technical Memorandum. Nothing has changed; 2B's concerns in 2003 are just as valid today with 2B-2, yet apparently no longer a concern to our state/federal transportation professionals:

1.) "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." http://i395rt9hardlook.com/wp-content/uploads/2017/01/Alts-Tech-Memo-10.2003.pdf (Page ii)

2.) "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://i395rt9hardlook.com/wp-content/uploads/2017/01/Alts-Tech-Memo-10.2003.pdf (Page iii)

3.) "Alternative 2B was dismissed prior to PAC Meeting #16 on January 15, 2003 because it would inadequately address the system linkage and traffic congestion needs. This alternative would not be practicable because it would fail to meet the system linkage need of providing a limited access connection between I-395 and Route 9 east of Route 46. MDOT projects that the future level of service (LOS) for this section of Route 9 resulting from this alternative would be "D" — LOS D is where traffic starts to break down between stable and unstable flow and can become a safety concern in areas of level topography, vehicle mix, and fluctuating speeds. Future traffic volume (year 2030 no-build average annual daily traffic) would be approximately 8,800 vehicles.
http://i395rt9hardlook.com/wp-content/uploads/2017/01/Alts-Tech-Memo-10.2003.pdf (Page 20)

4.) "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."
http://i395rt9hardlook.com/wp-content/uploads/2017/01/Alts-Tech-Memo-10.2003.pdf (Page 20)

5.) "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://i395rt9hardlook.com/wp-content/uploads/2017/01/Alts-Tech-Memo-10.2003.pdf (Page 21)

2B-2 only satisfied 20% (1 of 5) of the original study purpose and needs in April 2009 at the same time that 5 other alternatives—including the first preferred alternative—met 100% of the study purpose and needs.
http://i395rt9hardlook.com/wp-content/uploads/2017/01/PAC-4.15.09-Handouts.pdf

2B-2 does not satisfy the original system linkage need—however—45 of the 79 studied alternatives, documented in the DEIS/Appendix C, satisfied the original "east of Route 46" system linkage need. The study's "east of Route 46" system linkage need intentionally bypassed the Village of East Eddington and the intersection of Routes 9/46 with its 35 mph speed limit and 4.2 miles of Route 9 containing 148 access points, 10 local roads, 5 speed limits and 158 left turns—the same SAFETY concerns that removed 2B from further consideration in Jan2003.
http://i395rt9hardlook.com/wp-content/uploads/2017/01/DEIS-Appendix.pdf (see Appendix "C")

Original study system linkage: "Prior to the eleventh PAC meeting on February 20, 2002, the system linkage need was examined in greater detail to further aid in reducing the number of preliminary alternatives. 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."
http://i395rt9hardlook.com/wp-content/uploads/2017/01/Alts-Tech-Memo-10.2003.pdf (Page 5)

State and Federal transportation professionals stated unequivocally what would happen if this connector did not meet the system linkage need of a Route 9 connection to the east of Route 46:

"Alternatives that do not provide a limited access connection to Route 9 east of Route 46 would not be practicable because that would not provide a substantial improvement in regional mobility and connectivity and would negatively affect people living along Route 9 in the study area."
http://i395rt9hardlook.com/wp-content/uploads/2017/01/Alts-Tech-Memo-10.2003.pdf (Page 5)

"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."
http://i395rt9hardlook.com/wp-content/uploads/2017/01/Alts-Tech-Memo-10.2003.pdf (Page 5)

Even doubts about the overall benefits of 2B-2 were presented in the DEIS—only to be scrubbed from the FEIS. "However, future development along Route 9 in the study area can impact future traffic flow and the overall benefits of the project."
http://i395rt9hardlook.com/wp-content/uploads/2017/01/DEIS-combined-cover.contents.index_.summary.pdf (Pg19)

Why would the MaineDOT/FHWA want to negatively affect people living along Route 9 from Clifton to North Brewer and severely impact the Eddington community along a 3.8 mile stretch of Route 9 from the Route 9/2B-2 connection point to Route 46 (as stated above) by squandering $61 million on an alternative that does not meet the original study purpose and needs, that may actually cause more safety-related issues/problems than it is promised to fix—at a time when the state cannot even afford to maintain our existing infrastructure and 33% of our bridges are either functionally obsolete or structurally deficient?

Saying that "we took a hard look at Route 9" has never been and never will be an acceptable answer!! 2B-2 does not now and never did meet the original purpose and needs of this study. Those are the facts, and that is why many are so upset…

Email sent to impacted citizen's and community leaders 1.27.2017:

Recent BDN article, taxes and rumors
Larry Adams 1/27/2017 11:11 AM

The MaineDOT has $7.25 million to fund the final design and eminent domain process this year. 8 homes and 54 properties may be lost by the end of this year. I hope those property owners are made whole (I fear they won't) and not low-balled by a process that is obviously money-driven. 2B-2's design (and none of the other 79+ alternatives) was downgraded multiple times under the guise of saving money; even the $61 million DEIS-stated construction cost was nothing more than a guesstimate.

One thing made plain in the recent BDN article is that there are also a lot of people impacted by just having the bad fortune of being in close proximity to 2B-2.

The only recourse is to request an abatement to lower property taxes. To be honest, I worked last weekend on an abatement application (due Feb. 1st) and found a good argument, based on 2 home sales (actually non-sales) in my immediate neighborhood and I believe 2B-2 is a major factor. After much thought, I convinced myself that now is not the time to ask for an abatement and will wait until the design is completed and the full scope of the impact becomes evident.

In the BDN article, MaineDOT Talbot said "The original concept designs for the route have only been modified slightly since they were first completed six years ago. The alignment was shifted slightly to the east to avoid the multiunit buildings associated with Common Sense Housing, an assisted living facility on Lambert Street, an email forwarded from Talbot states." Yet, when I specifically asked in two emails last July to validate how my property will be impacted; they claimed they could not say (even though their April 2003 preliminary drawings clearly indicate the impact) until surveying was done and the design is completed, sometime by the end of 2017. So, after spending $3 million, they cannot validate a design that Talbot says has not changed in my neighborhood in 6 years!! Besides the fact, last March they secretly met with some of the directly impacted folks; if the design is unknown, why did they essentially start the eminent domain process by making notifications before the ROD and funding was appropriated?

Back to design – rumors abound. Will the connector go under Eastern Avenue as planned or will ledge force them to go over Eastern Avenue? There's a lot of ledge – there's no ledge! As bad as the under Eastern Avenue option is, going over Eastern Avenue will devastate my neighborhood by placing vehicles in full view of many of us at tree top level. The reasons rumors are rampant – the DOT has gone underground again. What ever happened to the biweekly reports?

One of my many questions to the DEIS (of course not substantive) was about Brewer's $37,000/year in lost revenues. I just added a new page to our citizen's website addressing this issue. The eminent domain process is now fully funded and one may expect the process to be complete by the end of the year; once the properties are taken, one may also presume those properties will become tax exempt as other MaineDOT properties around I-395 currently are. Brewer's mill rate is now $3.57 per $1,000 higher than what was used in the DEIS, AND the DEIS does not reflect future changes in mill rate, future changes in property valuation, and loss in revenues due to abatements. That DEIS-stated $37,000/year figure is now $44,359/year or $887,180 over the 20 year design-life of 2B-2. It's not far-fetched to say that Brewer may lose close to $1.0 million over 2B-2's design-life once all future variables are added to the equation.

We all know what's next; the city would have no other recourse than to increase the tax rate, and 2B-2's impacts will be felt by every Brewer citizen at some point.

All we hear lately is how the State of Maine is pushing funding and taxes back on the cities and towns; this $44,359 revenue loss due to a project that we do not support, is nothing more than another tax without representation…

I miss Archie!!

Official response from the City of Brewer Assessor 1.27.2017:

From: Steve Weed <sweed@brewermaine.gov>
Date: Friday, January 27, 2017 at 12:57 PM
To: Stephen Bost <sbost@brewermaine.gov>
Subject: RE: Recent BDN article, taxes and rumors

Mr Adams points are well made. I think everyone agrees there will be an impact. But until DOT figures out what it's doing and actually builds something, what that impact is, and how far it extends, is virtually impossible determine. Even then, until something actually sells, any attempt at a market adjustment is basically a wild guess. Mr. Huskins (one of the properties for sale on Woodridge) mentioned he received a couple of "low ball" offers but that's it. He did not accept those offers, so buyers and sellers are not in agreement as to the severity of the impact on the "market" as yet.

This is also one of those occasions where the anticipation of a change is likely worse than the impact of the actual change will be. Another example of this is the wind farms in Lincoln and other communities. Loss of property value was one of the objections made by opponents to those projects. Once the dust settled and the projects were in place the actual impact to property values, at least to date, has been much smaller than anticipated. Is this the same thing, no, but it demonstrates the dilemma for assessors. On the one hand, assessments are supposed to follow the market, not anticipate it. So at this point, technically, there is no change in the market because nothing has sold. But on the other hand we are required to consider all permanent (as opposed to temporary) influences on the market and external obsolesce is certainly one of those influences. In this case the anticipation of the road is a temporary influence, the road actually being built is a permeant one. So at this point we don't have any data on which to base a determination.

Like Mr Adams, we are waiting to see how all of this works out. When/if we do make a change, we will need something to base a change on, so we can do it as fairly as possible. Will we get it perfect on the first try? With all the "maybes" and "possibles" with this project, probably not. It's likely going to take several years for all the dust to settle and there is enough data to make a final determination. All we can do is continue to monitor the situation and make changes as they are warranted.

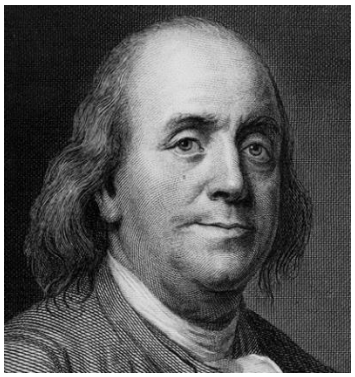
Steve

NEW! Assessing information is now available online, click here to go to the Assessor's online database

NEW! The City of Brewer has launched a public WebGIS system You can access this system by clicking here.

Steven Weed, CMA
Assessor, City of Brewer

80 North Main St
Brewer, Maine 04412
Ph. 207-989-7560
Fax 207-989-8036
Email: sweed@brewermaine.gov



In 1789, Ben Franklin wrote that "…in this world nothing can be said to be certain, except death and taxes." Property tax abatement is the only avenue for those impacted by 2B-2's proximity effect. Chances are—you will not live long enough to see the break-even point of the losses you may suffer…

By the end of CY 2017, or as soon as 2B-2's final design is completed and the eminent domain process has thoroughly ruined the lives of 8 families and 54 property owners, the proximity impacts will become known. Tax abatement does not even come close to making up for your real estate devaluation losses. If you're hoping abatement will make you whole—guess again!!

Proximity Impacts	2017 Mill Rate	Abatement Request
$27,500	.02152	$591.80
$25,000	.02152	$538.00
$22,500	.02152	$484.20
$20,000	.02152	$430.40
$17,500	.02152	$376.60
$15,000	.02152	$322.80
$12,500	.02152	$269.00

Proximity Impacts (multiplied by) City of Brewer's 2017 Mill Rate (equals) Abatement Request.

46.5 years to the break-even point of 2B-2's proximity impact to Brewer residents—no matter the loss…

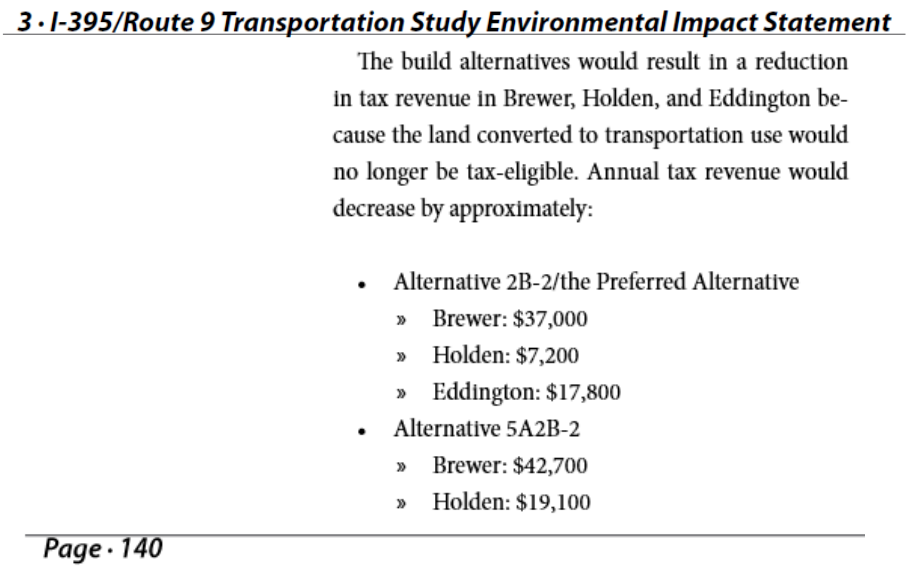
An interesting mathematical correlation exists using Brewer's current $21.52 per $1,000 valuation. No matter the loss—you may not live long enough to ever break-even!!

Devaluation	Abatement	Years to Recoup
$27,500	$591.80	46.5
$25,000	$538.00	46.5
$22,500	$484.20	46.5
$20,000	$430.40	46.5
$17,500	$376.60	46.5
$15,000	$322.80	46.5
$12,500	$269.00	46.5

Devaluation (divided by) Abatement (=) Years to recoup proximity losses.

It's safe to say that most of us will NEVER be made whole again, and that—like death and taxes—is a certainty!! (LA 2017)

Based on outdated, misleading DEIS data—impacted communities will lose $1.24 million in tax revenues over the 20 year design-life of 2B-2. (Updated)



3 · I-395/Route 9 Transportation Study Environmental Impact Statement

The build alternatives would result in a reduction in tax revenue in Brewer, Holden, and Eddington because the land converted to transportation use would no longer be tax-eligible. Annual tax revenue would decrease by approximately:

- Alternative 2B-2/the Preferred Alternative
  - » Brewer: $37,000
  - » Holden: $7,200
  - » Eddington: $17,800
- Alternative 5A2B-2
  - » Brewer: $42,700
  - » Holden: $19,100

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The DEIS, issued March 2012, does not reflect current 2017 rates and property valuation, does not anticipate future tax rates and property valuation, and does not anticipate future abatements for property values driven down by those in close proximity to 2B-2. DEIS-data is 5 or more years out-of-date; the DEIS is misleading and the support data is invalid at best.

Community impacted by footprint of alternative 2B-2	DEIS-stated approximate annual tax revenue decrease	Tax rate per $1,000 of assessed value at the time of DEIS	Property values as reflected on page 140 of DEIS	DEIS-stated revenue loss over 20 year design-life of 2B-2	Current tax rate per $1,000 of assessed value	Adjusted revenue loss over 20 year design-life of 2B-2
Brewer	$37,000	$17.95	$2,061,281	$740,000	$21.52	$887,175
Eddington	$17,800	$11.90	$1,495,798	$356,000	$15.05	$450,235
Holden	$7,200	$13.71	$525,164	$144,000	$15.65	$164,376
Totals:	$62,000	—	—	$1,240,000	—	$1,501,786

* Note: this table does not reflect current or future property abatements, and/or future changes in property values and tax rates.

CONCLUSION: The DEIS-stated data is misleading at best and does not accurately reflect the real losses that will be suffered by the impacted residents and communities over the 20 year design-life of 2B-2. It's not far-fetched to say that Brewer's tax revenue losses may reach the $1.0 million mark over 2B-2's 20 year design-life, as future tax rates and abatements are added into the equation. Impacted residents—in close proximity to 2B-2—contend that they are already feeling the devaluation of their homes and properties as reported in Bangor Daily News on 4.10.2016 and 1.23 2017.

QUESTION: How does the State of Maine intend to make up for the 20 year loss in tax revenues to our municipalities and the devaluation to property owners impacted by the proximity affect? Are we expected to absorb these real monetary losses—with absolutely zero compensation—for a connector that we do not need and vehemently do not support, when the state is constantly looking at Maine's communities to balance the state's budget, and when the DOT cannot afford to fix the roads and bridges we already own? Wouldn't 2B-2's $61 million be better spent on Maine's existing and unmet transportation needs?

A misconception held by many in the public—the DOT will build the "WALL" and Maine will pay for it—guess again!!

Comments to BDN article dated 1.23.2017:

Downeasta • 13 days ago
The real problems are people either dont want to move or feel that DOT wont erect the walls that redirect noise away from the neighbors. Go to a home near the freeway in Bangor where the road has the vertical concrete wall/sound barrier. The noise is no worse than a city street. Besides the owner can repaint the wall to something more pleasing if it is on their land. I have several friends that like having a freeway as their back door neighbor. There is the privacy and less congestion on the road where they live.

People always resist change that affects them directly. Nothing new.
Share ›

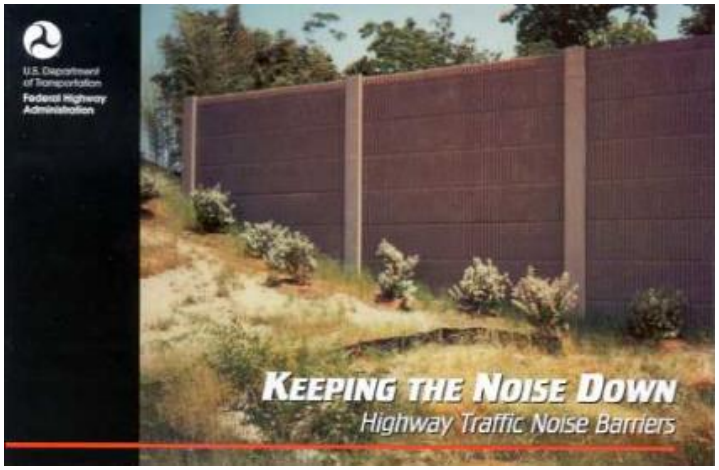
JohnQ ➔ Downeasta • 13 days ago
Repainting a wall in my front yard so that some Canadian trucker can haul their not subject to tariff goods south at record speed, just isn't what I had in mind. The only thing worse is you trying to convince me that you have friends that would enjoy this experience.
2 Share ›

btmof9 ➔ Downeasta • 13 days ago
Let's see how many more positive comments we can get about having a highway built behind your house. I agree that there can be a privacy advantage. At least no houses can be built behind you once the highway is there. If we can get enough ideas, we can use them in the real estate listings to get the highway lovers to buy houses.
1 Share ›

JohnQ ➔ btmof9 • 13 days ago
Yes there is a huge demand for homes sitting on limited access truck routes! LOL
2 Share ›

btmof9 ➔ JohnQ • 13 days ago
Beautiful home within earshot of truck route....Private lot with stunning view of truck route...hmmm. I will keep working on this..
1 Share ›

tiredofbs ➔ Downeasta • 13 days ago
Just so you know, the MDOT has specifically said there will be NO NOISE ABATEMENT provided for the property owners along alternative 2B-2. This is fact.
Share ›



"The real problems are people either dont want to move or feel that DOT wont erect the walls that redirect noise away from the neighbors. Go to a home near the freeway in Bangor where the road has the vertical concrete wall/sound barrier. The noise is no worse than a city street. Besides the owner can repaint the wall to something more pleasing if it is on their land. I have several friends that like having a freeway as their back door neighbor. There is the privacy and less congestion on the road where they live." (Downeasta)

"Just so you know, the MDOT has specifically said there will be NO NOISE ABATEMENT provided for the property owners along alternative 2B-2. This is fact." (tiredofbs)

Responses to Substantive Comments on the Draft Environmental Impact Statement

Exhibit 2 - *Continued*

Comment #	Summary of Substantive Comment	Response to Substantive Comment
30-3; 43-3	**Noise:** Neighborhoods are not being integrated if noise is not being mitigated. Please reconsider your priorities and the need for noise mitigation.	No substantive comment requiring a change in the study or additional analysis. Noise abatement was considered for the impacted receptors. In evaluating potential abatement measures, noise walls were modeled using the FHWA The Noise Model (TNM) and results compared to MaineDOT criteria for feasibility and reasonableness. For a barrier to be feasible under the MaineDOT noise policy, it must provide at least 7 dBA of reduction (i.e., insertion loss). If a barrier is determined to be feasible, it is evaluated for reasonableness. To be reasonable, the MaineDOT requires that the barrier cost not exceed $31,000 per benefited residence, based on a barrier cost of $31 per square foot. A benefited residence is one that receives an insertion loss of 7 dBA or greater. No barrier evaluated was determined to be reasonable because all options considered exceeded the $31,000 per benefited residence criteria. Sixteen barrier analysis sites were identified along the three build alternatives. Five of these analysis sites included only one impacted receptor. Mitigation is most effective when receptors are in proximity to each other in small communities or in residential subdivisions. Receptors along the build alternatives are not clustered but rather are isolated, making abatement inefficient. Mitigation results indicate that mitigation in the vicinity of the three build alternatives would not be reasonable due to high cost/benefited receptors. Barrier costs ranged from $194,968 to $1,043,724 per benefited receptor. Although no reasonable barriers appear likely, certain techniques can sometimes be used as part of the highway's design that has the potential for somewhat reducing noise levels. Such techniques have variable effectiveness based on the relationship of the receptor to the roadway.
30-2; 43-2	**Noise:** What is the total actual cost to mitigate noise for each route?	No substantive comment requiring a change in the study or additional analysis. The total cost to mitigate noise for each build alternative is: Alternative 2B-2 - $8,712,528; Alternative 5A2B-2 - $9,297,432; Alternative 5B2B-2 - $9,023,181.

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It's all about the money!!

"To be reasonable, the MaineDOT requires that the barrier cost not exceed $31,000 per benefited residence, based on a cost of $31 per square foot…No barrier evaluated was determined to be reasonable because all options considered exceeded the $31,000 per benefited residence criteria."

They want you to believe this was a fair process and "…justifiable to all the people and not just those of a particular small constituency…" This letter is from a BACTS/PAC member to the MDOT project manager: (page #1 below)

History: Letter was written in study's 3rd year. 3EIK-2 would became the MDOT/FHWA preferred alternative by May 2003 and remain in that status until September 2010.

January 28, 2003

Ray Faucher
Maine Department of Transportation
16 State House Station
Augusta, ME 04333-0016

Dear Ray,

I am writing this to clarify what I would like to see presented as a reasonable replacement for the dropped Alternative 4B at our next PAC meeting. While I am not per se advocating a 4B variant as the best route, I am concerned that 4B was eliminated without the same diligence and care that was spent on other, patently less feasible alternatives. It is my opinion that some variant of 4B at least has the POTENTIAL to meet the purpose and needs established by the I-395 PAC better than either of the remaining two options, 2C-1 and 2C-1/2B-1. However, I believe that any of the three is still far superior to the no-build option, and I remain open to all the alternatives pending more detailed analysis.

Personally, I do not at all support Rick Bronson's spur-of-the-moment route suggestion at the January PAC meeting that the former 4B be tied into the 3A-EIK route. To my mind, this combination combines the worst points of both rejected alternatives, rather than their best points. And as Jim Ring pointed out, a very similar alternative has already been studied and rejected. I certainly do not want to waste any more MDOT funds studying alternatives that are, by inspection, dead from birth. However, I DO believe there are some variations along the existing corridor (perhaps with minor changes, e.g., to avoid or minimize impacts at Camp Roosevelt) that could make this project feasible and affordable.

Earthwork requirements on 4B could be greatly reduced by relaxing the standards on maximum grades and allowing reduced speed zones as necessary to permit additional horizontal/vertical curvature, as has been done routinely on other sections of the reconstructed Route 9 corridor between Clifton and Calais. On the Wesley project, the final grade was 14% --over double the recommended AASHTO maximum for a high-speed rural arterial, but a marked improvement over the original 18%, and the best that could be done given other project considerations. And with the addition of a truck lane, that section of Route 9 has functioned well despite the steep grade. Innovative construction techniques, such as the compacted tire chip fill used to raise the grade almost 40 feet on Route 9 in Wesley, could leverage solid-waste funding from DEP which might also help to reduce project costs. In terms of overall benefit to the state, the Wesley project removed 300,000 waste tires from Maine's solid waste stream -- approximately 3000 tons' worth. The Eddington and/or Dedham MDOT maintenance lots could be used for stockpiling and chipping operations. There are probably other cost-savings methods available as well, and I would like to see MDOT look more closely at how to minimize earthwork costs before a 4B-type alternative is eliminated entirely.

Click hyperlink to request a copy direct from MaineDOT.
See instructions in new MaineDOT website disclaimer.

Alternative 2B was dismissed by 1.15.2003 and reintroduced as 2B-2 in September 2003 by Holden, directly to the ACOE, as an anti-3EIK-2 argument. 2B-2 met only 20% (1 of 5) purpose/needs in April 2009.

"I am concerned that 4B was eliminated without the same diligence and care that was spent on other, patently less feasible alternatives."
(Sandi Duchesne 1.28.2003)

"Earthwork requirements on 4B could be greatly reduced by relaxing the standards on maximum grades and allowing reduced speed zones as necessary to permit additional horizontal/vertical curvature, as has been done routinely on other sections of the reconstructed Route 9 corridor between Clifton and Calais."
(Sandi Duchesne 1.28.2003)

That is the same design criterion (rolling rural) that best describes the 12/2011 downgraded design of 2B-2.

When decade-long study criteria was downgraded by Dec. 2011 from freeway to rolling rural design, from limited-access to controlled-access, and from a future buildout to a full 4-lane divided highway TO an undivided 2-lane roadway with no upgradability; why was 4B not reconsidered? If you've read this letter, you already know the answer…

They want you to believe this was a fair process and "...justifiable to all the people and not just those of a particular small constituency..." This letter is from a BACTS/PAC member to the MDOT project manager: (page #2 below)

Even with increased earthwork costs compared to other alternatives, I believe that a relaxed-standards 4B would save money for the State of Maine in the long run:

*Construction of 4B will alleviate Acadia-bound congestion along Route 1A, thus postponing the need for an additional major highway improvement project along 1A for at least 5-10 years according to MDOT's transportation model.

*Route 4B will provide travelers with a choice between Route 1A and the I-395 connector between Brewer and Holden, very useful for congestion management when either road is blocked due to a crash, road work, or just heavy seasonal traffic. Intelligent transportation system (ITS) technology makes it possible to post variable message signs on either side of the connector, advising travelers of the best route to take under prevailing traffic conditions (and perhaps even approximate travel times via each route).

*Contrary to the belief of many in the town of Holden, rather than serving as a "bypass," both Belfast and Brewer illustrate the truism that businesses located along an arterial within 2-3 miles of a limited-access highway have the best of BOTH worlds: fast connections to the entire region and beyond, yet with easy, uncongested access to all local businesses. My own anecdotal evidence from friends and colleagues (regular commuters from Ellsworth to Bangor along 1A) is that they would be much more likely to patronize Holden businesses if the road were less congested during the times that they typically traveled. They also commented that it would be a more pleasant and more direct route to Bangor and Brewer than taking the limited access road to the south, so they would probably NOT take the "bypass" route on their daily commute.

The original 4B route was eliminated by the study team after a series of meetings held outside the PAC with the Town of Holden and some of its more influential citizens, many of whom feared a drop in commerce along Route 1A if 4B were selected as the preferred alternative. The justification provided to the PAC was that the earthwork costs for 4B were high, and that the route lacked public support. This seemed contradictory, given the high yet apparently acceptable environmental and neighborhood costs associated with remaining alternatives, and the very strong REGIONAL support for 4B because of its unique status as a regional connector to both the Downeast-Acadia region and Route 9. Route 4B also presented reduced residential and "proximity" impacts compared to other alternatives. Even more disturbing, Rick Bronson's proposed 4B variant was never seriously examined at the same level of detail as the other alternatives -- it, too, was rejected out of hand due to the aforementioned earthwork costs. This was a renege on a previously stated commitment to consider variations to eliminated routes as separate alternatives, in direct comparison to other remaining alternatives. Indeed, this had been the justification for studying eight different Route 1A upgrades, plus the recent resurrection of two variants in the previously discarded 2C corridor and one for the unpopular 2B corridor. At this point variants to these previously "dead" routes are now the only remaining corridors under consideration other than the no-build option. I consider my role on the PAC to be that of a steward for the interests of all Maine citizens who will be using this connector (and paying for it), and I think the selected route needs to be justifiable to all the people and not just those of a particular small constituency. The people whose lives and property will be disrupted by our final decision deserve nothing less.

"Even more disturbing, Rick Bronson's proposed 4B variant was never seriously examined at the same level of detail as the other alternatives -- it, too, was rejected out of hand due to the aforementioned earthwork costs. This was a renege on a previously stated commitment to consider variations to eliminated routes as separate alternatives, in direct comparison to other remaining alternatives. Indeed, this had been the justification for studying eight different Route 1A upgrades, plus the recent resurrection of two variants in the previously discarded 2C corridor and one for the unpopular 2B corridor." (Sandi Duchesne 1.28.2003)

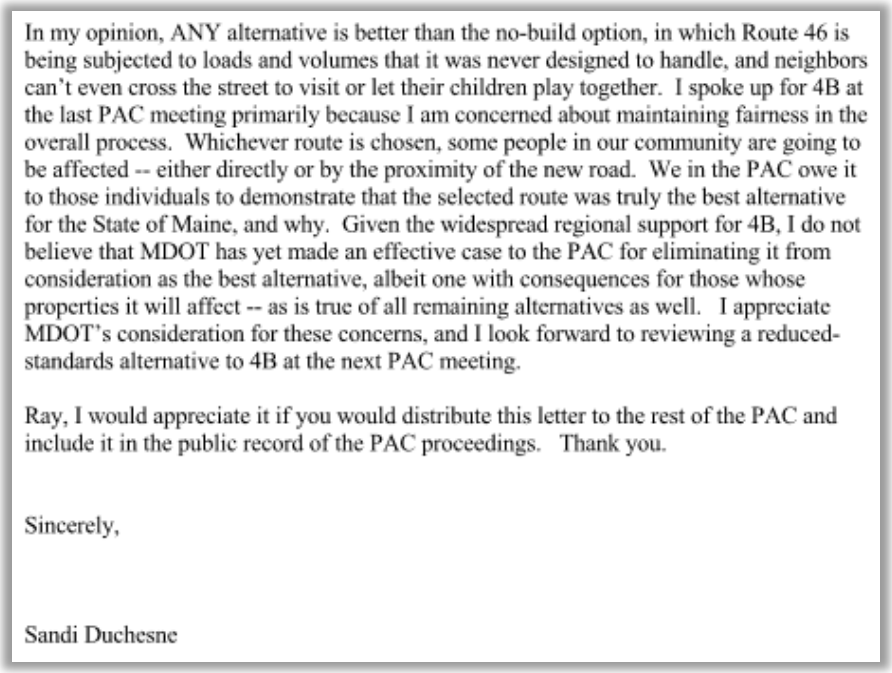
"The original 4B route was eliminated by the study team after a series of meetings held outside the PAC with the Town of Holden and some of its more influential citizens, many of whom feared a drop in commerce along Route 1A if 4B were selected as the preferred alternative. The justification provided to the PAC was that the earthwork costs for 4B were high, and that the route lacked public support. This seemed contradictory, given the high yet apparently acceptable environmental and neighborhood costs associated with remaining alternatives, and the very strong REGIONAL support for 4B because of its unique status as a regional connector to both the Downeast-Acadia region and Route 9." (Sandi Duchesne 1.28.2003)

"Route 4B also presented reduced residential and "proximity" impacts compared to other alternatives." (Sandi Duchesne 1.28.2003)

2B-2 is sited in the most populated segment of the study area. "The total number of buildings within 500 feet of the planned roadway is another factor, with 2B-2 having 190 displacements and 3EIK-2 only having 24." (Bangor Daily News 7.29.2004)

"I consider my role on the PAC to be that of a steward for the interests of all Maine citizens who will be using this connector (and paying for it), and I think the selected route needs to be justifiable to all the people and not just those of a particular small constituency. The people whose lives and property will be disrupted by our final decision deserve nothing less." (Sandi Duchesne 1.28.2003)

They want you to believe this was a fair process and "…justifiable to all the people and not just those of a particular small constituency…" This letter is from a BACTS/PAC member to the MDOT project manager: (page #3 below)



In my opinion, ANY alternative is better than the no-build option, in which Route 46 is being subjected to loads and volumes that it was never designed to handle, and neighbors can't even cross the street to visit or let their children play together. I spoke up for 4B at the last PAC meeting primarily because I am concerned about maintaining fairness in the overall process. Whichever route is chosen, some people in our community are going to be affected -- either directly or by the proximity of the new road. We in the PAC owe it to those individuals to demonstrate that the selected route was truly the best alternative for the State of Maine, and why. Given the widespread regional support for 4B, I do not believe that MDOT has yet made an effective case to the PAC for eliminating it from consideration as the best alternative, albeit one with consequences for those whose properties it will affect -- as is true of all remaining alternatives as well. I appreciate MDOT's consideration for these concerns, and I look forward to reviewing a reduced-standards alternative to 4B at the next PAC meeting.

Ray, I would appreciate it if you would distribute this letter to the rest of the PAC and include it in the public record of the PAC proceedings. Thank you.

Sincerely,

Sandi Duchesne

"…I am concerned about maintaining fairness in the overall process. Whichever route is chosen, some people in our community are going to be affected -- either directly or by the proximity of the new road. We in the PAC owe it to those individuals to demonstrate that the selected route was truly the best alternative for the State of Maine, and why."

(Sandi Duchesne 1.28.2003)

"Even with increased earthwork costs compared to other alternatives, I believe that a relaxed-standards 4B would save money for the State of Maine in the long run: *Construction of 4B will alleviate Acadia-bound congestion along Route 1A, thus postponing the need for an additional major highway improvement project along 1A for at least 5-10 years according to MDOT's transportation model. *Route 4B will provide travelers with a choice between Route 1A and the I-395 connector between Brewer and Holden, very useful for congestion management when either road is blocked due to a crash, road work, or just heavy seasonal traffic." (Sandi Duchesne 1.28.2003)

CONCLUSIONS: After reading this letter, it should become apparent how "influential citizens" hijacked this process. 3EIK-2 became the MDOT/FHWA preferred alternative (May 2003), meeting the same fate as 4B some seven years later, the justification being vernal pools. Alternative 2B-2 was selected by September 2010, even though 2B-2 does not satisfy the study system linkage need "a limited access connection between I-395 and Route 9 east of Route 46." MDOT avowed in October 2003, that the use of Route 9 "…would substantially increase the potential for new safety concerns and hazards…would severely impact local communities along Route 9 between proposed alternative connection points and Route 46, and would negatively affect people living along Route 9 in the study area." Doesn't that seem to be contradictory justification?

We get it—after 5 years of pushback—we have no delusion that anything we say will change the outcome, BUT don't insult our intelligence by telling us that all it took, after a near-decade of study, was "a hard look at Route 9" to select an alternative that met only 20% (1 of 5) of the study purpose and needs in April of 2009. One doesn't need much of an imagination to wonder if the same "influential citizens" responsible for removing 4B from further consideration were also successful in removing 3EIK-2 from further consideration after 7 years as the DOT/FHWA preferred alternative…

BDN MAINE Aroostook

Monday, Feb. 6, 2017 Last update: 2:55 p.m.

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Work continues through winter on Presque Isle bypass

By Anthony Brino, BDN Staff
Posted Feb. 06, 2017, at 6:58 a.m.

(excerpt of original article)

Construction of the first phase of Presque Isle's Route 1 bypass is moving ahead mostly on schedule, according to the Maine Department of Transportation.

Through the swings in winter weather, Madawaska-based contractor Ed Pelletier & Sons has been working on the first 1.48 mile section of the 7.5 mile bypass, which is expected to cost more than $60 million in total. The long-planned bypass is envisioned as a roadway around Route 1 in downtown Presque Isle for large trucks, such as those bound for the Huber Engineered Woods and McCain Foods factories in Easton.

Under the $7.9 million contract for this phase of the bypass, Ed Pelletier & Sons is authorized to close State Street for only six months to construct the bridge, Whitcomb said. If the work exceeds six months, the contractor will lose some revenue, he said.

"The plan was to close May through October, but this will depend on if the new pole work can be completed before May 1," Whitcomb said.

The first phase of the bypass will cost $14 million in total, with $7.9 million for construction and the rest for compensating affected property owners, planning and inspection, Whitcomb said. Twenty properties were impacted by the route of the first phase of the bypass, including four residential properties that were acquired by the Department of Transportation.

Construction of the first phase is expected to be finished by November 2018, and it will open with the full bypass in 2020 or later, Whitcomb said.

In 2018, the Department of Transportation will seek another round of bids from contractors for the second and final phase of the bypass, connecting Route 1 in the southern part of Presque Isle with Route 10 in Easton and the northern section of the bypass.

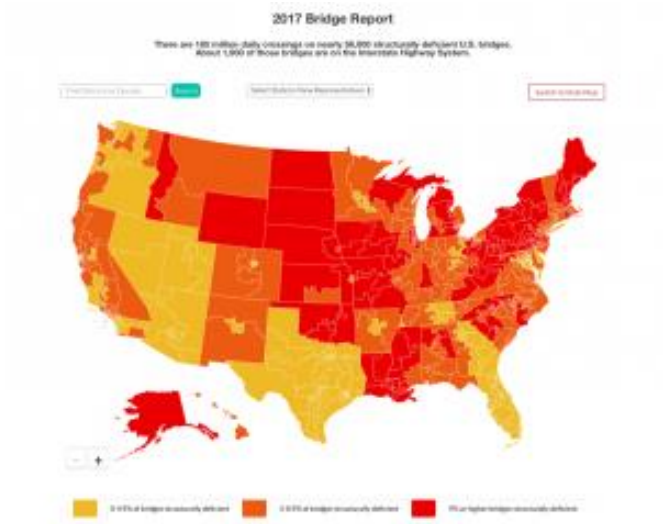
The agency has not finalized the route or the budget for this approximately 5-mile section, though it will likely cost in the range of $50 million, Whitcomb said. The northeasterly path of the final section would travel through several parcels of farmland and could involve four bridges, he said.

American Road & Transportation Builders Association

Feb 15, 2017 Press Release

Nearly 56,000 American Bridges on Structurally Deficient List, New Analysis of Federal Data Shows

by Eileen Houlihan | Feb 15, 2017 | Press Releases



Highlights:

- 1,900 structurally deficient bridges are on the Interstate Highway System.
- Average age of a structurally deficient bridge is 67 years old, compared to 39 years for non-deficient bridges.
- 41% of U.S. bridges (250,406) are over 40 years old and have not had major reconstruction work.

The top 10 worst states for structurally deficient bridges:

2016 structurally deficient bridges, ranked by deficient bridges as % of inventory									
2016 Rank	2015 Rank	2014 Rank	2013 Rank	State	2016			2015	% change in structurally deficient bridges as % of total inventory 2015-2016
					number of bridges	number of structurally deficient bridges	structurally deficient bridges as % of total inventory	structurally deficient bridges as % of total inventory	
1	1	1	2	Rhode Island	772	192	24.9%	23.2%	7.0%
2	3	3	3	Iowa	24,184	4,968	20.5%	20.7%	-0.9%
3	2	2	1	Pennsylvania	22,791	4,506	19.8%	21.0%	-5.8%
4	4	4	4	South Dakota	5,849	1,147	19.6%	19.7%	-0.5%
5	8	12	14	West Virginia	7,217	1,247	17.3%	15.1%	14.2%
6	6	6	6	Nebraska	15,334	2,361	15.4%	16.1%	-4.5%
7	7	7	7	North Dakota	4,400	661	15.0%	15.7%	-4.5%
8	5	5	5	Oklahoma	23,053	3,460	15.0%	16.4%	-8.4%
9	9	8	8	Maine	2,450	352	14.4%	14.8%	-3.2%
10	10	9	11	Louisiana	12,915	1,739	13.5%	14.1%	-4.7%

Where does our state rank?

National Bridge Inventory: Maine Congressional District 2

- Of the 1,710 bridges in the counties in your district, 270, or 16%, are classified as structurally deficient. This means one or more of the key bridge elements, such as the deck, superstructure or substructure, is considered to be in "poor" or worse condition.
- 276 bridges, or 16%, are classified as functionally obsolete. This means the bridge does not meet design standards in line with current practice.

National Bridge Inventory: Maine Congressional District 1

- Of the 925 bridges in the counties in your district, 104, or 11%, are classified as structurally deficient. This means one or more of the key bridge elements, such as the deck, superstructure or substructure, is considered to be in "poor" or worse condition.
- 232 bridges, or 25%, are classified as functionally obsolete. This means the bridge does not meet design standards in line with current practice.

American Road & Transportation Builders Association

Maine
Congressional District 2

Highlights from FHWA's 2016 National Bridge Inventory Data

- Of the 1,710 bridges in the counties in this district, 270, or 16%, are classified as structurally deficient. This means one or more of the key bridge elements, such as the deck, superstructure or substructure, is considered to be in "poor" or worse condition.[1]
- 276 bridges, or 16%, are classified as functionally obsolete. This means the bridge does not meet design standards in line with current practice.
- 85 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- Over the last 10 years, 123 new bridges have been constructed in the counties in this district; 47 have undergone major reconstruction.
- The state has identified needed repairs on 392 bridges in the counties in this district.[2]

Bridge Inventory

Type of Bridge[3]	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	116	75,374	754,988	7	4,903	76,248
Other principal arterial	102	64,719	597,868	13	6,716	63,718
Minor arterial	140	72,897	636,984	18	9,821	78,491
Major collector	359	120,231	629,517	53	20,966	91,347
Minor collector	201	44,506	184,197	28	5,182	27,313
Local	548	83,977	174,302	120	11,507	21,510
Urban Bridges						
Interstate	54	70,308	681,462	2	2,114	31,920
Freeway/expressway	6	9,035	101,286	0	0	0
Other principal arterial	38	50,682	491,747	4	1,885	46,644
Minor arterial	45	64,117	505,290	7	4,129	71,235
Collector	50	26,702	215,032	7	2,904	42,046
Local	51	14,761	61,938	11	3,503	7,946
Total	1,710	697,313	5,034,611	270	73,636	558,418

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	163	n/a	328,741	49,088
Widening & rehabilitation	155	n/a	425,061	47,273
Rehabilitation	74	n/a	267,634	36,206
Deck rehabilitation/replacement	0	n/a	0	0
Other work	0	n/a	0	0

Top Most Traveled Structurally Deficient Bridges in this District

County	Year Built	Daily Crossings	Type of Bridge	Location
Somerset	1960	23,358	Rural Interstate	I-95 over Route 201
Penobscot	1952	16,640	Urban minor arterial	Stilwater Ave. over N Chan Stillwater River
Penobscot	1952	16,640	Urban minor arterial	Stilwater Ave. over S Chan Stillwater River
Penobscot	1959	16,170	Urban Interstate	I-395 (Ind Spur) over Webster Avenue
Penobscot	1960	15,801	Urban other principal arterial	Route 222 over Interstate 95
Penobscot	1962	15,750	Urban Interstate	I-95 Southbound over M C RR & Perry Rd
Kennebec	1918	14,050	Urban minor arterial	Routes US 201 & 9 over Cobbossee Stream & Stree
Penobscot	1961	12,090	Rural Interstate	95 NB over Souadabscook Str
Penobscot	1961	12,090	Rural Interstate	I 95 NB over Souadabscook Stream
Penobscot	1961	12,090	Rural Interstate	95 NB over Souadabscook Stream

Sources: Bridge data is from the 2016 National Bridge Inventory ASCII files, released by the Federal Highway Administration in January 2017. Note that specific conditions on bridges may have changed as a result of recent work.

Data includes information for the following 11 counties: Piscataquis Washington Kennebec Aroostook Penobscot Hancock Oxford Androscoggin Franklin Somerset Waldo

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[1] According to the Federal Highway Administration (FHWA), a bridge is classified as structurally deficient if the condition rating for the deck, superstructure, substructure or culvert and retaining walls is rated 4 or below or if the bridge receives an appraisal rating of 2 or less for structural condition or waterway adequacy. During inspection, the conditions of a variety of bridge elements are rated on a scale of 0 (failed condition) to 9 (excellent condition). A rating of 4 is considered "poor" condition and the individual element displays signs of advanced section loss, deterioration, spalling or scour. ARTBA follows the methodology of the FHWA and evaluates bridge status without applying the 10-year rule.

[2] States report the cost of proposed bridge work for each bridge to the Federal Highway Administration as part of the bridge inventory data each year. Each highway agency is encouraged to use its best available information and established procedures to determine bridge improvement costs.

[3] Bridges are classified by FHWA into types based on the functional classification of the roadway on the bridge. Interstates comprise routes officially designated by the Secretary of Transportation, and the Dwight D. Eisenhower National System of Interstate and Defense Highways. Other principal arterials serve major centers of urban areas or provide mobility through rural areas. Freeways and expressways are similar to interstates, with directional lanes generally separated by a physical barrier, and access/egress points generally limited to on- and off-ramps. Minor arterials are used for trips of moderate length, serve smaller geographic areas and connect to the higher arterial system. Collectors funnel traffic from local roads to the arterial network; major collectors have higher speed limits and traffic volumes, and are longer in length and spaced at greater intervals, while minor collectors are shorter and provide service to smaller communities. Local roads do not carry through traffic, and are intended for short distance travel.

State Ranking

9

Based on % of Structurally Deficient Bridges

Should we be proud of this dubious distinction? How many more transportation bonds does the current administration need to rectify this condition? AND—at the same time—the MaineDOT sees no reason why they shouldn't spend another $61 million of our scarce transportation dollars on a questionable and deficient 2B-2 alternative that does not satisfy the original study purpose and needs that "an alternative must provide a limited-access connection between I-395 and Route 9 east of Route 46."

Question: Wouldn't the $61 million cost of 2B-2 be better spent to fund Maine's existing unmet transportation needs?

BDN MAINE Midcoast

Thursday, Feb. 16, 2017 Last update: 10:49 a.m.

By Beth Brogan, BDN Staff

Posted Feb. 16, 2017, at 9:58 a.m.

Wiscasset property owners sue town, state over Route 1 project

Can you all relate to this?? I certainly can…

"What makes MDOT's rush to complete this project inexplicable … is that based upon statistics available to MDOT, given the historically demonstrable annual growth rate in traffic count, at the end of approximately five years, the same problem MDOT says it will address, will be back," Hark wrote in the complaint. "So, MDOT seems oblivious to destroying the economy and historic fabric of Wiscasset Village, for what will be at best a temporary amelioration of a problem that it itself asserts occurs only two months a year."

The sad fact—as we in Brewer, Eddington and a sliver of Holden have learned the hard way—is that the MDOT just doesn't care…

Excerpt of Mainebiz article reference recent lawsuit in Wiscasset:

Mainebiz
MAINE'S BUSINESS NEWS SOURCE

HOME | NEWS | CURRENT EDITION | MULTIMEDIA | OUR

TODAY'S HEADLINES | HOW TO'S | OPINION | POLLS | LISTS

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FEBRUARY 17, 2017

Wiscasset businesses seek to stop MDOT's Route 1 project

BY STAFF

Four Wiscasset Village businesses have filed a complaint and a motion for preliminary injunction in the Lincoln County Superior Court, seeking to stop a Maine Department of Transportation project on Route 1 that Wiscasset voters approved in a nonbinding town referendum vote in June 2016.

Filing the complaint are the Wiscasset Village businesses Wawenock LLC, Bermuda Isles, LLC, 48 Federal Street LLC and 32 Middle Street LLC.

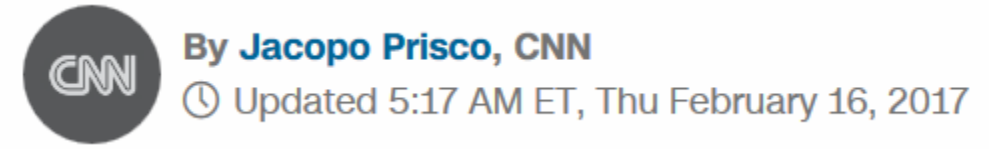
The plaintiffs allege the project has substantially changed since that vote and are seeking an injunction to stop the project in Wiscasset Village. The Bangor Daily News reported the plaintiffs' want a "valid" referendum vote after MDOT discloses the costs it intends the town to pay, and after showing the project will comply with all applicable historic preservation standards.

"MDOT is now working out details so that the project design can be finalized with continued public input from a public advisory committee assembled by the Select Board that consists of Wiscasset residents. At this time, therefore, the design process for this Project is ongoing."

"At this point, the department has not initiated any eminent domain process or proceedings. The goal is for the project to be constructed within the existing right of way or through voluntary purchases so that no takings will be required. MDOT will pay for all highway-related work. The town will be responsible only for costs of features that it decides to add beyond the current scope of the project."

- Wouldn't it be great if the MDOT didn't have to use the eminent domain process for the I-395/Route 9 Connector? I'm sure the owners and families of the 8 homes that will be laid to ruin by 2B-2 would appreciate that!!

Why UPS trucks (almost) never turn left



What's wrong with turning left?

"Left-hand turns are generally considered unsafe and wasteful on right-hand driving roads, such as those in the US.

"Left-turning traffic typically has to turn against a flow of oncoming vehicles," explains Tom Vanderbilt, author of the book "Traffic: Why we drive the way we do."

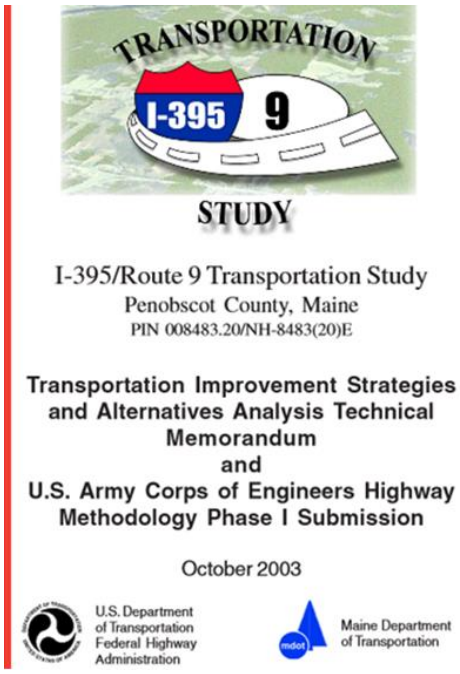
"This can not only be dangerous, but makes traffic build up, unless you install a dedicated left-turn 'phase,' which is fine but basically adds 30 or 45 seconds to everyone else's single time," he said.

A study on crash factors in intersection-related accidents from the US National Highway Traffic Safety Association shows that turning left is one of the leading "critical pre-crash events" (an event that made a collision inevitable), occurring in 22.2 percent of crashes, as opposed to 1.2 percent for right turns. About 61 percent of crashes that occur while turning or crossing an intersection involve left turns, as opposed to just 3.1 percent involving right turns.

Left turns are also three times more likely to kill pedestrians than right ones, according to data collected by New York City's transportation planners."

What does the FHWA say about left-hand turns and how many left-hand turns are in alternative 2B-2?

"Where restricting turning movements to and from a driveway is possible, it is most beneficial from a safety perspective to prohibit left-turning movements. Research suggests that approximately 72 percent of crashes at a driveway involve a left-turning vehicle…approximately 34 percent of these crashes are due to an outbound vehicle turning left across through traffic. Twenty-eight percent of crashes are due to an inbound, left-turning vehicle conflicting with opposite direction through traffic, and 10 percent are due to outbound, left-turning movements incorrectly merging into the same direction through movement." (FHWA report)



"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."

"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 ii/20/21)

If you transit 2B-2's Route 9 segment end to end and back again, you'll drive past 158 potential left turns! (148 access points and 10 local roads.)

FHWA Access Management

2. What are the Benefits of Access Management?

"Points of conflict increase as areas along the highway become more commercialized and densely populated. Each new access point added to an undivided highway in an urban and suburban area increases the annual accident rate by 11 to 18 percent on that highway segment. In rural areas, each access point added increases the annual accident rate by seven percent. Well-managed access points can improve user safety by reducing the number, severity and cost of access-related accidents." (Excerpt)

"In rural areas, each access point added increases the annual accident rate by seven percent." That is what the FHWA says!

- That statement suggests, with the high number (148) of existing access points on 2B-2's Route 9 segment, you are 1,036% more likely to have an accident on 2B-2 than any of the 79+ alternatives meeting the System Linkage Need.

As the number of access points increases, the annual accident rate increases—decreasing safety. With access management added to the mix, I question how 148 additional access points added to this new connector from the onset will affect Safety Concerns and Traffic Congestion.

Why select an alternative such as 2B-2 that does not satisfy the original study system linkage need of a Route 9 connection east of Route 46 and comes with the added baggage of 148 access points, when 45 out of the 79+ studied alternatives satisfied the original study system linkage need with zero access points? Which sounds safer to you??

For most of the Study's first decade, the I-395/Route 9 Connector was envisioned as a high speed, limited-access facility from I-395 in Brewer to Route 9 east of Route 46 near the Eddington/Clifton border; utilizing freeway design criteria, the connector would be first built as a 2-lane undivided highway with future upgradability to a 4-lane divided highway.

We didn't get what the Study was tasked and funded to deliver!

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." (a specific identified location)

System Linkage: "…must provide a limited-access connection between I-395 and Route 9 east of Route 46." 2B-2 does not meet the original system linkage need.

Access management: 45 of the 79+ studied alts. that met the system linkage need, had zero additional access points over the entire length of the alternative, AND bypassed the Village of East Eddington, the intersection of Rtes. 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 45 studied alternatives meeting the system linkage need of a connection east of Route 46 and assume highway speed to I-395.

Route 9 connection point: East of Route 46, at or near the Eddington/Clifton corporate boundary; chosen to purposely bypass the Village of East Eddington and the intersection of Route 9 and Route 46.

Purpose and Needs: 2B-2 met only 20% in Apr2009.

Facility type: Limited-access/freeway design.

Long-term needs: None identified.

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." (could have been anywhere on Rte. 9 in entire study area.)

System Linkage: System linkage need and the need for a limited-access facility were redefined as long-term needs; 2B-2 meets near-term system linkage need to year ~~2030~~, ~~2035~~, ~~2040~~, now 2045…

Access Management: Because of 2B-2's 4.2 mile Rte. 9 segment, vehicles will transit through "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 added access points and 158 left-hand turns.)

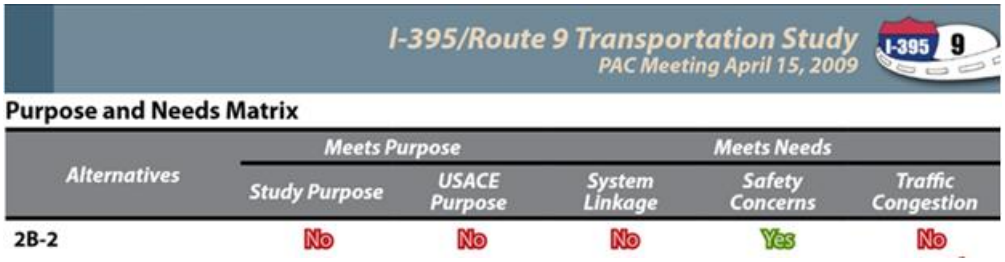
Speed Limit: "The posted speed in this section of Route 9 is predominantly 45 mph, with 35 mph near the Route 46 intersection." Five posted speed changes from 35 to 50 mph on 2B-2's Route 9 segment until reaching highway speed on the new section of 2B-2.

Route 9 connection point: 4.2 miles west of the original connection point, where 45 of the 79+ studied alternatives satisfied the study's original Route 9 east of Route 46 system linkage need. 2B-2 does not!!

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

Facility type: Controlled-access/rolling design.

Long-term Needs: Limited-access retrofit??


I-395/Route 9 Transportation Study
PAC Meeting April 15, 2009

Purpose and Needs Matrix

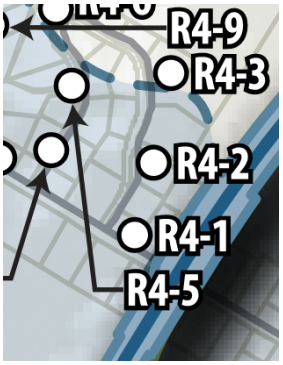
Alternatives	Meets Purpose		Meets Needs		
	Study Purpose	USACE Purpose	System Linkage	Safety Concerns	Traffic Congestion
2B-2	No	No	No	Yes	No

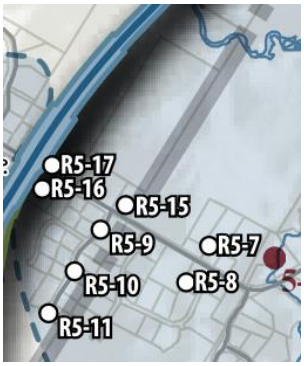
Noise levels from 2B-2 proximity effect: "Noise barriers were determined to be feasible but not reasonable and therefore will not be constructed."(ROD)

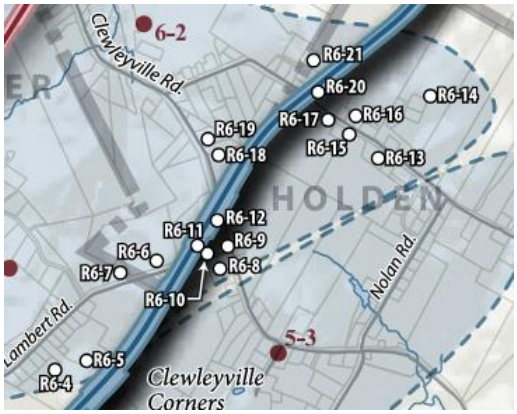
Exhibit 3.28 – *Summary of Predicted Noise Levels (continued)*

http://i395rt9hardlook.com/wp-content/uploads/2017/01/DEIS-Chapter3-Environmental-Part-B.pdf pages 114 - 126:

Affected Environment and Environmental Consequences · 3







15 families will be negatively impacted by higher noise levels when the ribbon's cut on 2B-2 and there's basically nothing you can do about it—thanks MaineDOT!

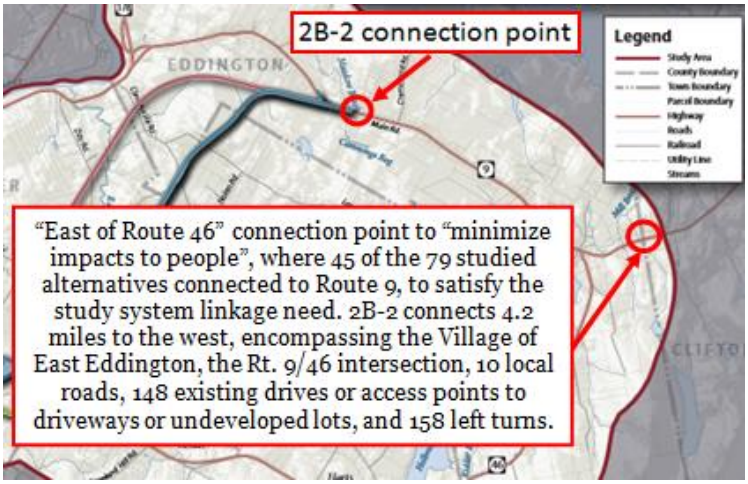
Site	Existing	No-Build		2B-2/the Preferred Alternative	
	Leq	Leq	IOE	Leq	IOE
Predicted Noise Levels Leq (dBA) NSA 4					
R4-1	42	43	1	57	15
R4-2	37	39	2	55	18
R4-3	34	36	2	51	17
Predicted Noise Levels Leq (dBA) NSA 5					
R5-16	45	46	1	58	14
R5-17	44	45	1	59	16
Predicted Noise Levels Leq (dBA) NSA 6					
R6-1	33	36	2		
R6-2	32	34	2		
R6-4	33	35	2	53	20
R6-5	32	34	2	58	27
R6-6	35	37	2	58	24
R6-7	35	37	2	51	17
R6-8	39	41	2	54	15
R6-9	45	47	2	56	10
R6-10	42	44	2	58	16
R6-11	34	36	2	66	32
R6-12	43	45	2	61	18
R6-13	41	42	2	45	5
R6-14	33	35	2	45	11
R6-15	45	47	2	50	5
R6-16	41	43	2	50	9
R6-17	48	49	2	53	6
R6-18	38	40	2	60	22
R6-19	41	43	2	55	14
R6-20	42	44	2	61	20
R6-21	34	36	2	64	30
R6-22	39	41	2		
R6-23	35	37	2		
R6-24	42	43	2		

Notes:
Values calculated to tenth of a dBA and then rounded for presentation purposes.
Leq(h) = Hourly equivalent noise level
dBA = Decibels on the A-weighted scale
IOE = Increase over existing
= Impacts based on noise level of 66 dBA or greater; values > 66 dBA shown for existing conditions and No-Build Alternative for informational purposes.
= Impact based on noise level exceeding existing level by 15 dBA or more.

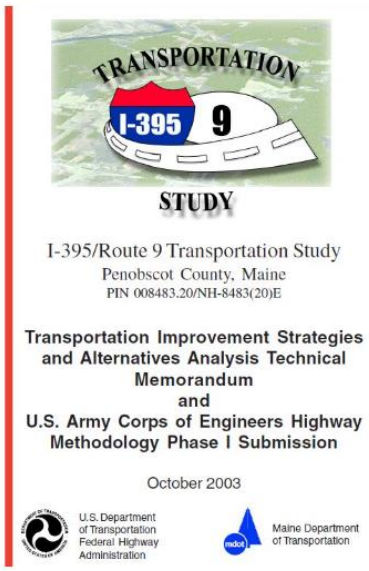
"Noise from Alternative 2B-2 will affect 15 properties: three properties in noise sensitive area (NSA) 4, one property in NSA 5, and eleven properties in NSA 6 (DEIS exhibit 3.25). To estimate noise impacts, the Noise analysis conducted for the EIS used estimated traffic volumes for a 2035 design year. MaineDOT re-examined those EIS 2035 traffic projections and validated the traffic analysis for the design year of 2045. Given the 2035 traffic values are valid for the current design year 2045 traffic projections, the noise impacts estimated for 2035 remain valid for 2045 noise estimates. The projected noise levels at the properties range from 44 to 66 decibels using an A-weighted frequency filter (dBA); the increase over existing noise levels ranges from 3 to 32 dBA. Noise barriers were determined to be feasable but not reasonable and therefore will not be constructed."
Record of Decision (ROD) pages 9/10

- "No barrier evaluated was determined to be reasonable because all options considered exceeded the $31,000 per benefited residence criteria." Responses to Substantive Comments page 36

Prior statements warn of 2B-2's impact to people:



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



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

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

Then—why is this connector sited in the most populated sector of the entire study area? When will the MDOT be made to account for their October 2003 statements?

See http://i395rt9hardlook.com/wp-content/uploads/2017/01/Alts-Tech-Memo-10.2003.pdf page 5

RAIL	ROADS	SOLID WASTE
C	D	C-

Maine roads are the most used mode of transportation in the state, but Maine has the lowest funding per mile of the six New England states and a projected $68 million annual funding gap. This evaluation shows that due to the funding shortfall, combined with deteriorating roadway conditions and increasing traffic volumes, Maine's roads are not meeting the customer service level goals set forth by the state legislature. Consequently, Maine motorists spend an extra $1 billion per year in vehicle operating costs, congestion delays, and crashes. To address these deficiencies, Maine must continue to maximize existing revenue streams as well as find additional funding sources

AVIATION	BRIDGES	DAMS
C+	C-	D+

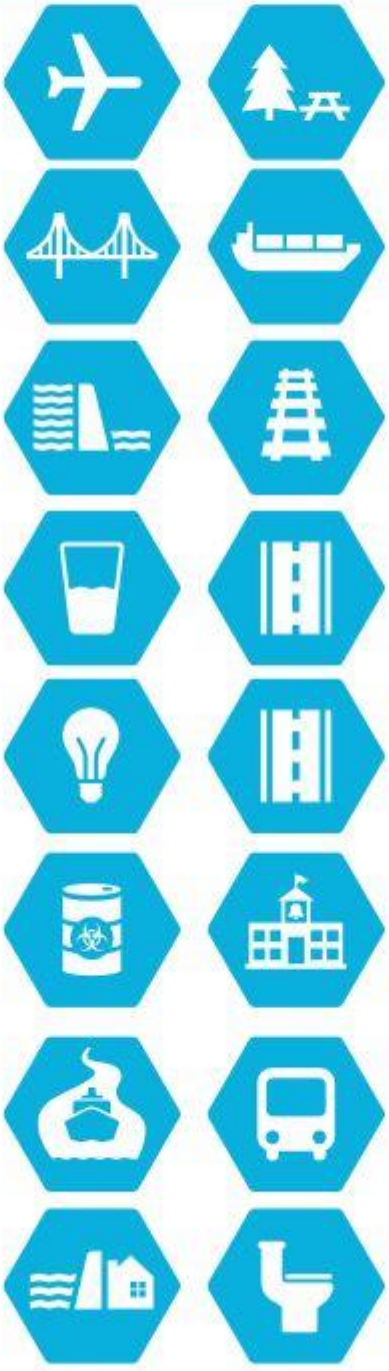
Maine's highway system includes a total of 3,714 bridges, 58% of which are more than 50 years old. Historic funding levels have not been sufficient to replace bridges before they exceed design life and one out of every seven Maine bridges (14.8%) is structurally deficient. Accordingly, MaineDOT's current 3-year work plan includes an increased emphasis on bridge maintenance and preservation projects. The area of structurally deficient bridges in Maine has been declining gradually over the past several years. However, achieving long term, sustained improvements necessitates a comprehensive strategy that identifies potential financing methods and investment requirements to meet the additional $33 million annual funding need projected by MaineDOT.

Key facts about Maine's Infrastructure:

ASCE
AMERICAN SOCIETY OF CIVIL ENGINEERS

2017 INFRASTRUCTURE REPORT CARD

Key Facts About Maine's Infrastructure



35 public-use airports in Maine

$34.5 million of unmet needs for its parks system

483 bridges (9.3%) are structurally deficient and Maine spent $3,164,931 on bridge capital projects in 2013

12 million short tons of cargo in 2014, ranking it #33 nationally

There are 30 high-hazard potential dams and 100% of Maine's regulated dams have an Emergency Action Plan

1,116 miles of rail across the state, ranking #40 by mileage nationally

$7.7 billion in drinking water infrastructure needs over 20 years

22,911 miles of public roads, with 21% in poor condition

151.3 trillion British thermal units of renewable energy produced, ranking #24 nationally

$460 per motorist per year in costs from driving on roads in need of repair

13 sites on the National Priorities List

$304 million gap in estimated school capital expenditures in Maine

70 miles of inland waterways, ranking #37 nationally

6,623,035 annual unlinked passenger trips via transit systems including bus, transit, and commuter trains

2 miles of levees in Maine in the National Levee Database

$970 million in wastewater infrastructure needs over 20 years

Find out more at www.infrastructurereportcard.org/Maine