

The 2nd Quarter (April to June) of 2018 in the 18th year to establish the new Maine State Highway 345 (2B-2)

MDOT's own documentation decries 2B-2 met only 20% of purpose and needs in Apr2009. An identical alternative (2B) was removed from consideration in Jan2003 for serious safety concerns and the failure to satisfy the 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

2B-2
is not the answer.
2B-2 is just the start
of a whole new set
of problems...

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

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

[Title 23: §73. Transportation Policy](#)

"The MDOT can't really tell you the truth because the truth doesn't work."

Ralph Doering | Wiscasset Resident | 12.2017

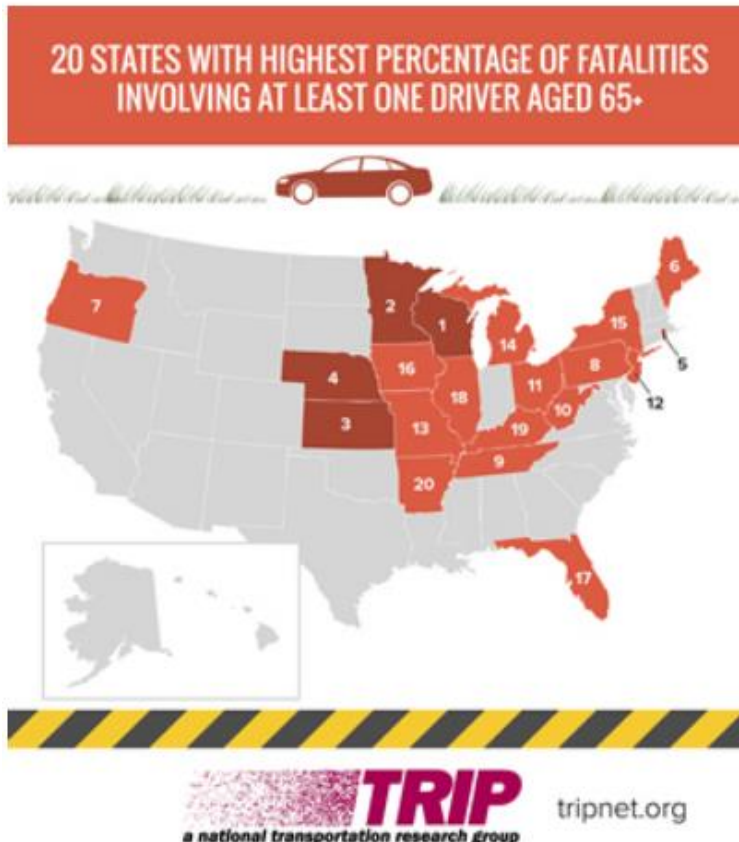
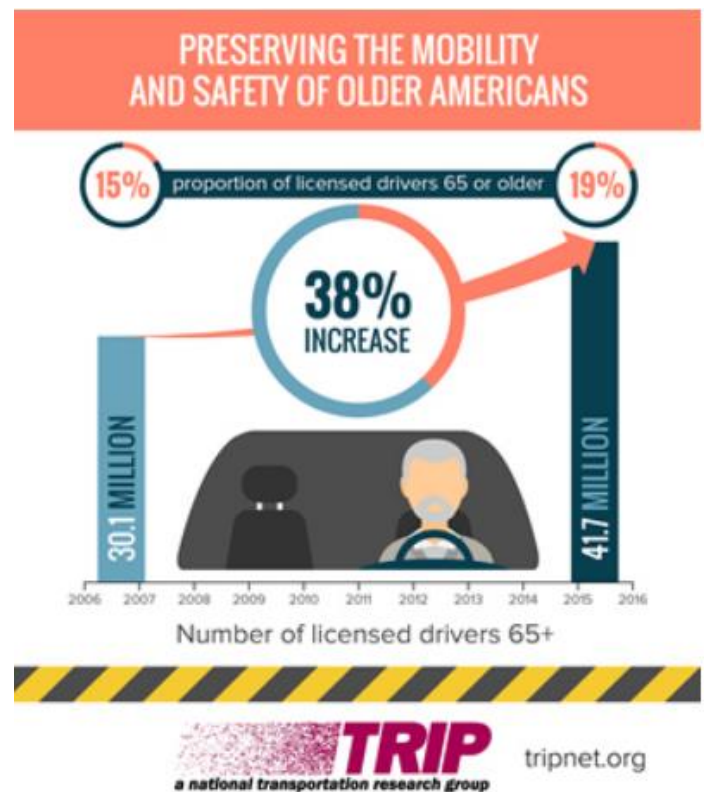
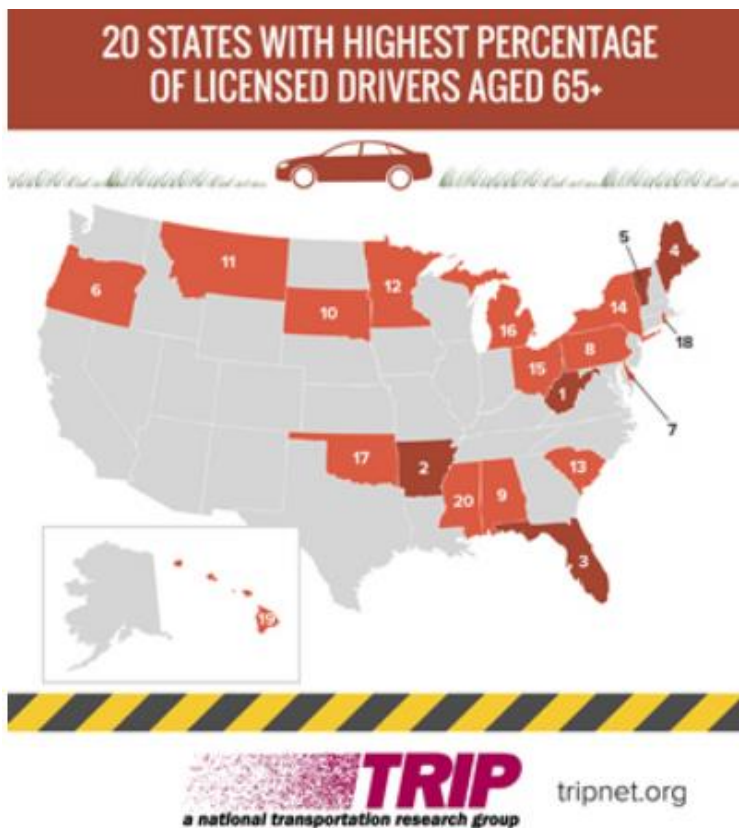


News Release for August 1, 2011

"Adding more miles to our transportation system in this current fiscal environment doesn't make financial sense," said Bernhardt, "Our responsibility going forward is to manage our existing infrastructure within our existing budget." With current funding levels stable at best, MaineDOT concluded that the expenditure of funds on new infrastructure was not justifiable. "We are struggling to maintain the roads and bridges we currently have in safe and serviceable condition."

August 11, 2011 - MaineDOT Commissioner Bernhardt

Maine is an “old” state as pointed out by [TRIP](#):



Maine is 4th in the nation with the highest percentage [23%] of licensed drivers aged 65+.

Maine is 6th in the nation with the highest percentage [23%] of fatalities involving at least one operator aged 65+

Older drivers face a number of challenges on the road. Their higher instance of fatalities is partly attributable to physical fragility that makes surviving a crash less likely than for younger drivers. While they tend to be more cautious and avoid risks on the road, older drivers may face physical challenges that make driving more difficult, including diminished eyesight, reaction time, cognitive ability and muscle dexterity.

RECOMMENDATIONS FOR IMPROVING MOBILITY AND SAFETY FOR OLDER AMERICANS

The following set of recommendations can improve the mobility and safety of older Americans. These improvements will also improve mobility and safety for all motorists.

SAFER ROADS:

- Clearer, brighter and simpler signage with larger lettering, including overhead indicators for turning lanes and overhead street signs. This should include minimum levels of retroreflectivity.
- Brighter street lighting, particularly at intersections, and bright, retroreflective pavement markings. Studies also show that increasing the width of pavement markings from 4 inches to 6 inches helps with decreasing lane departure and crashes, especially with older drivers.
- Where appropriate, widening or adding left-turn lanes and increasing the length of merge or exit lanes.
- Where appropriate, replacing intersections with roundabouts can eliminate left turns and slow the speed of traffic through an intersection, both of which address common challenges among older drivers.
- Where appropriate, widening lanes and shoulders to reduce the consequence of driving mistakes.
- Adding rumble strips to warn motorists when they are leaving the roadway.
- Making roadway curves more gradual and easier to navigate.
- Where appropriate, design and operate roads to accommodate all users of the roadway.
- Adding countdown pedestrian signals and leading pedestrian intervals, which allow for additional time for pedestrians in the intersection before cars get a green light.
- Adding refuge islands for pedestrians at intersections.
- Highway network and transportation system planning, design, maintenance, and operations functions are all likely to require adaptation to meet technical, policy, and legal expectations of a changing vehicle fleet that is technologically connected to other vehicles and the roadway itself.

SAFER ROAD USERS

- Promotion of education and training programs for older drivers.
- Raising awareness among older drivers of appropriate safety precautions and seat belt use.

SAFER VEHICLES:

- Implementing self-driving and connected vehicle technology and the inclusion of additional safety features on new vehicles to address the deficits drivers may face as they age.
- Improving crashworthiness of vehicles to better protect occupants and withstand impacts.
- Development of Intelligent Transportation System (ITS) technologies, including crash avoidance technologies.

FATALITY AND CRASH RATES AMONG OLDER DRIVERS

The number of older drivers killed or involved in fatal crashes has increased significantly in the last five years, partly due to the increasing number of older drivers and the larger share of drivers who are 65 and older.

Will promises made to Senator Collins be broken?



I-395/Route 9 Transportation Study
Preferred Alternative's Design to
Incorporate a Centerline-Cable-Barrier

A centerline-cable-barrier separating lanes on a 2+1 road in Sweden.
http://en.wikipedia.org/wiki/Cable_barrier

The State Office Representative for U.S. Senator Collins, Carol Woodcock, expressed safety concerns to the DOT and FHWA—specifically the transition of I-395's high speed (65 mph), 4-lane divided interstate to alternative 2B-2, a much lower speed, 2 lane undivided rolling rural highway—citing reference to a UMO co-written report about the use of centerline cable dividers to mitigate often-fatal head-on accidents on 2 lane rural roads in the state of Maine.

This centerline-cable-barrier has not been discussed in the DEIS/FEIS or any other document that I can find.

What assurances do we have that this safety device will end up in the final design? This study, and specifically the 2B-2 alternative, has been plagued with the downgrading of original study criteria to make this project appear to be more affordable...

A centerline-cable-barrier has been sanctioned by the MDOT Commissioner as part of the construction of alternative 2B-2 to minimize head-on collisions, a promise made to the Office Representative of U.S. Senator Susan Collins.

“Larry, I met with David Bernhardt on the project a few weeks ago, and he told me that he has addressed the safety concerns I addressed. It is still a two lane highway but they have added a very tall, cable divider that should make a big difference in the safety.”

7.16.2012 (CW) email

“I asked about the cable dividers – they are still going to be included – and, yes, no passing.”

4.8.2013 (CW) email

THE EFFECT OF
SEGMENT CHARACTERISTICS
ON THE SEVERITY
OF HEAD-ON CRASHES
ON TWO-LANE RURAL HIGHWAYS

John N. Ivan
Per E. Garder
Zuxuan Deng
Chen Zhang

UNITED STATES DEPARTMENT OF TRANSPORTATION
REGION I UNIVERSITY TRANSPORTATION CENTER
PROJECT UCNR15-5
FINAL REPORT
January 5, 2006

Performed by
University of Connecticut
Connecticut Transportation Institute
Storrs, CT 06269

And

University of Maine
Department of Civil Engineering
Orono, ME 04469

“Overall, the findings suggest that efforts to reduce the incidence of head-on crashes are best aimed at reducing unintentional crossings of the centerline...the most effective treatment would probably be to install a continuous barrier along the centerline of two lane roads...” 1.05.2006 UMO

Installing a center-barrier would cost an additional \$414,800 OR a negligible 0.68% of 2B-2's \$61 million construction cost. Less than 1.0% to enhance safety—don't let the DOT marginalize SAFETY!!!

“To get a large number of center-barriers installed in Maine is probably unrealistic no matter how effective they may be. As noted above, Maine has 5,544 miles of numbered routes and if installing centerline barriers costs \$68,000 per mile, 5,544 miles of roadway installations would cost around \$377 million. However, to have centerline barriers installed along some high-crash sections may be a realistic goal. Other sections could have continuous centerline rumble strips installed. For mobility reasons, two-lane roads with center barriers need passing lanes at regular intervals. An alternating passing lane and cable barriers can be provided within the footprint of a two-lane road with 10-foot wide shoulders if the shoulders are narrowed to about one foot each. However, bicyclists and other slow-moving traffic will frequently need wide shoulders to travel safely and 4-foot shoulders should still be provided if there aren't alternative routes for bicyclists. Also, if former shoulders are to be used as travel lanes, their bearing capacity must be upgraded to carry trucks.” http://www.cti.uconn.edu/pdfs/ucnr15-5_ivan_final-report.pdf

The 2+1 highway:



<https://www.youtube.com/watch?v=3jIHgWl77qI>

[Senate Democrats' infrastructure plan provides more funding, but as with the president's plan, it fails to prioritize repair & maintenance](#)

T4A Director Kevin F. Thompson released the following statement:

“We strongly support the Senate Democrats call to increase funding for investments in vital infrastructure, addressing our maintenance backlog and funding transportation alternatives. But many of these programs signal the approach Congress should be, but isn't, taking with the rest of their proposal: prioritize repair with formula dollars and select expansion projects on a competitive basis.

“It seems that both parties on Capitol Hill are missing an important point on infrastructure. We need to focus much more on what we are funding rather than how much we are spending. Both the President's infrastructure plan and the Democrats' plan are silent on how to address the quality of projects chosen and how to overcome the flaws in our current transportation program that produced such a massive national backlog in deferred maintenance and repairs in the first place.

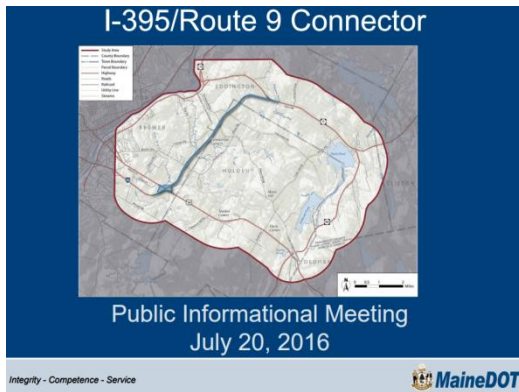
“In contrast with the President's plan, the Democrats' plan does provide distinct funding for various categories of infrastructure investment rather than forcing them to cannibalize each other for funding. It encourages more competition rather than indiscriminately doling out the spoils of a finite funding package. “But neither plan provides any new long-term source of transportation funding or prioritizes new federal dollars toward our backlogs of neglected maintenance. We cannot repair our ‘crumbling’ transportation infrastructure unless we raise new, real money for transportation, and then ensure that money is directed first to fixing our existing networks.

“The Senate Democrats propose funding these increases by making changes to the tax code. Regardless of the merits of tax reform, real, long-term, dedicated funding is necessary. If infrastructure investment is truly a priority, Congress needs to pay for it with new, long-term, stable revenue for transportation that's derived from the users of the system. If Congress is unwilling to do so, then we should admit that infrastructure investment is not a priority.

“While we appreciate that the Democrats' plan proposes new transit grants for critical asset repair and a new program for repairing bridges, these programs will fail to accomplish their goals if, at the same time, we fund programs that encourage building new over improving stewardship of existing infrastructure.

“We cannot simply pour new money into the same existing highway and transit formula programs that brought us to this moment. This is more than just an issue of money — if Congress is going to raise new money for transportation, we need to spend it in a new way. Absent any real reform, we'll merely be empowering states and metro areas to build new things that they can't afford to maintain over the long-term.”

MaineDOT's own [website](#) disagrees with the project purpose and needs as defined in the [Notice of Intent](#).



DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement;
I-395/Route 9 Transportation Study;
Penobscot County, ME

AGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Notice of intent.

Purpose and Need (NEPA)

1. Identify a section of the National Highway System (NHS) in Maine from I-395 in Brewer to Route 9 in Eddington to be constructed;
2. Improve regional system linkage;
3. improve safety on Routes 1A and 46; and
4. improve the current and future flow of traffic and shipment of goods to the interstate system.

Poor system linkage is that vehicles currently travel through the study area from I-395 to Route 9 generally proceed from I-395 to Route 1A, Route 46, and Route 9 – a path with abrupt transitions in travel speed, roadway geometry, and capacity.

Integrity - Competence - Service



USACE/Section 404

Basic Project Purpose

To provide for the safe and efficient flow of east-west traffic and shipment of goods from Brewer (I-395) to Eddington (Route 9), Maine for current and projected traffic volumes

Brewer to Eddington

Integrity - Competence - Service



“The EIS will examine alternatives to improve transportation system linkage, safety, and mobility **between Interstate 395 (I-395), Brewer and State Route 9 (Route 9), Clifton in southern Penobscot County, Maine.**”

Federal Register

Vol. 70, No. 230

12.01.2005

One should have every expectation that the end project meet the proposed project definition in the Federal Register Notice of Intent. **The NOI clearly states between Brewer and Clifton, and not between Brewer and Eddington. Why was the MaineDOT/FHWA allowed to ignore this legal document and modify this project at will?**

How the FHWA parsed the NOI to make 2B-2 fit study:

Notice of Intent and the original logical termini definition:

72144

Federal Register / Vol. 70, No. 230 / Thursday, December 1, 2005 / Notices

Federal Register / Vol. 70, No. 230 / Thursday, December 1, 2005 / Notices
(excerpts of text:)

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement;
I-395/Route 9 Transportation Study;
Penobscot County, ME

AGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed highway project in the towns of Brewer, Holden, Eddington, and Clifton, Maine.

The EIS will examine alternatives to improve transportation system linkage, safety, and mobility between Interstate 395 (I-395), Brewer and State Route 9 (Route 9), Clifton in southern Penobscot County, Maine.

NOI: "...between Interstate 395 (I-395),
Brewer and State Route 9 (Route 9),
Clifton..." 12.01.2005

The NOI was clearly understood for most of a decade of this study, as evidenced by MaineDOT/FHWA's own definition of System Linkage and logical termini in 2.20.2002: "...alternatives were reevaluated based on a more detailed examination of the study purpose and needs. Specifically, the eastern logical termini was refined. Alternatives that did not connect to Route 9 east of Route 46 were dismissed from further consideration."

2B-2 didn't fit the study's purpose and needs, so they made the study fit 2B-2. What good is the NOI and what good is the Federal Register if civil servants can so easily parse words into meaning anything they want or need them to say?

December 16, 2011

000131

To: Herb Thomson and Ken Sweeney
From: Judy Lindsey

RE: I-395/Route 9 December 14, 2011 Re:NEPA posting "NEPA analysis w/ footprint change"

On December 13, 2011 Mark Hasselmann contacted me to discuss the I-395/Route 9 Administrative Draft DEIS. Most of his comments were routine although two require further joint MaineDOT/FHWA discussion:

1) What are the long and short term needs of Route 9?

If there are needs not discussed in the AD DEIS there is a big piece of the documentation missing.

If there are any Route 9 improvements required in the next 5 years they are considered as indirect impacts as such he questioned the identification of the logical termini.

2) Mark is concerned the criteria change to a 2-lane/2-lane ROW of the Preferred Alternative will alter the impacts and prior alternatives analyses is not comparable (apples to apples) as those were done with 4-lanes/4-lane ROW. Mark stated he "expects to discuss this issue in the near future".

"...as such he [MH] questioned the identification of the logical termini."

(MH) was overruled by FHWA superior less than three months before the DEIS was issued!

Another change in a study that has not been changed:

Logical termini was parsed in Jan 2012 to make 2B-2 fit the study:

I-395/Route 9 Study – Summary of Meeting to Discuss Chapter 1 & 2 Comments
January 20, 2012

000394

- Mark Hasselmann's and Cheryl Martin's Comments

- Page 31 - The logical termini of the build alternatives needs to be in Chapter 1. The logical termini of the build alternatives were identified and defined to consist of (1) I-395 near Route 1A and (2) the portion of Route 9 in the study area to satisfy the project purpose and need. The NOI stated that the project would take place Route 395 to Route 9 in Clifton from the west to east through Eddington, but did not use the term "logical termini." MaineDOT will check with Cheryl to clarify the comment.

From: Charette, Russ
Sent: Friday, January 20, 2012 3:51 PM
To: Cheryl.Martin@dot.gov
Cc: Plumpton, William M.
Subject: I-395/Route 9 Transportation Study

000501

Hi Cheryl,

Bill Plumpton & I were going over the collective comments on the Administrative Draft EIS and wanted to be sure we were clear on your comment on Page 31 (Chapter 2).

You had highlighted Mark's comment ("Why") on the sentence pertaining to the Logical Termini of the build alternatives. You had added "What did the NOI say".

"The logical termini of the build alternatives were identified and defined to consist of (1) I-395 near Route 1A and (2) the portion of Route 9 in the study area."

The following is the section from the EIS notice in the Federal Register.

000502

"The EIS will examine alternatives to improve transportation system linkage, safety, and mobility between Interstate 395 (I-395), Brewer and State Route 9 (Route 9), Clifton in southern Penobscot County, Maine."

Is the sentence sufficient as written, or do we need to modify it a bit?

Thanks,

Russ

DEIS 1.2 Study Purpose: "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."

That's about as non-specific as criteria can get, just to make 2B-2 fit the study!

"The NOI...did not use the term "logical termini." The NOI also did not state: "from the west to east through Eddington" as the FHWA (MH/CM) claimed in FOAA 000394. FOAA000502, an email from the MaineDOT (RC) to the FHWA (CM), contains a word-for-word direct quote from the excerpt of the NOI.

Do you see the phrase "from the west to east through Eddington"? NO? MaineDOT didn't either but certainly didn't balk at allowing the redefinition of the logical termini that was accepted for most of the first decade of this Study: "...Route 9 to the east of Route 46".

PUBLISHED
APRIL 3, 2018



Maine Voices: Beware when MDOT shows up with handshakes and promises

What happened in Wiscasset should serve as a warning for every other community in Maine.

Maine Voices: Beware when MDOT shows up with handshakes and promises

[What happened in Wiscasset should serve as a warning for every other community in Maine.](#)

BY BILL SUTTER | SPECIAL TO THE PRESS HERALD

Bill Sutter of Wiscasset worked over 30 years for the State Highway Commission and the Maine Department of Transportation, serving in a number of engineering and administrative positions before retiring in 1993.

WISCASSET — On April 17, Wiscasset is holding a referendum. Readers might assume it's a routine matter in a quaint coastal village, maybe a decision about buying the road department a front-end loader. Actually, it's far more consequential.

We will decide whether to continue a lawsuit. The situation pits a small municipality against the Maine Department of Transportation. This vote comes after **MDOT masterminded a bait and switch**, leading one selectman **to conclude** that Wiscasset had been “hoodwinked.” (We were.) Briefly, **MDOT reneged on their word** not to use eminent domain, **doctored their own reports** and, worst of all, they're **telling the courts they don't have to obey local ordinances**.

During this odyssey, Wiscasset has learned, and now warns every other Maine community, that **when MDOT shows up with handshakes and promises, beware**.

First, some background. In 1973, Wiscasset village **was placed on the National Register of Historic Places**. Also, Wiscasset has a comprehensive plan and zoning ordinances. A major function of both is to protect our historic district, in compliance with state statutes.

A little more background, because federal rules also matter in this complex situation. The Code of Federal Regulations has provisions for spending federal funds on public

works projects like highways and bridges. Section 106 of the code addresses historic preservation. To make a long story short, MDOT's plan conflicts with federal Section 106 regulations and Wiscasset ordinance. That is by MDOT's design. Surprised?

Follow me. Respecting federal regulations applies only when the agency uses federal funds. Originally, MDOT slyly persuaded people in Wiscasset that the lion's share of funding for a major road project in town would be federal money. Everybody was happy.

We took the bait, then came the switch. MDOT quietly chose to turn away the federal funds, thus avoiding the Section 106 requirements. They did so without consulting elected officials in Wiscasset. Now MDOT flatly refuses to comply with town ordinances. The legal issue is whether the state must respect local laws. They say "no" – we say "yes."

It's complex, and the judge's decision could set a precedent that affects every Maine citizen.

Here's why. A bureaucracy's ability to evade federal regulations, as was done in Wiscasset, is not unique to our town or to Maine. This alarming practice is a destructive expedient, and Maine municipalities should keep their eyes peeled.

MDOT knew that Wiscasset valued Section 106 review, because our citizens place a premium on historic preservation. Not only are we on the National Register of Historic Places, but in 2015 citizens passed a local historic preservation ordinance. It's the law.

That's why MDOT deliberately told Wiscasset that the road project would be federally funded. They hoped we wouldn't notice once they got around to turning away the federal money.

Last year, a handful of folks tried to repeal the historic preservation ordinance. A sound majority of voters rejected the scheme.

MDOT has bullied and deceived us in other ways. They broke promises about eminent domain and doctored their own traffic consultant's report, removing language that predicted "severe impacts" to the historic district. We learned that other Maine towns and cities have been victims of similar treatment from MDOT. So, Wiscasset's advice to the rest of the state is to always watch the funding closely, and always be on alert for sleight of hand.

Don't forget the bigger picture. Congress is now considering the funding of public infrastructure projects with private sources. The U.S. Department of Transportation floated the idea with the National Association of Counties in early March. Obviously, such projects would likewise be exempt from many federal regulations. When unorthodox funding of public infrastructure projects is an option, we open a Pandora's box for even wider evasion of intended controls.

Make no mistake, we're all under siege. Dodging important local rules is now an optional policy weapon for transportation officials in Augusta and Washington. Unfortunately, bureaucrats are annoyed by pesky laws protecting unique places like Wiscasset. **They constantly look for shady ways of getting around them.** But the success of their subtle tricks depends entirely on citizens not taking any notice. This is a clarion call to fellow Mainers – don't be fooled.

Wiscasset's Select Board **has taken** wise legal steps to protect our town. On April 17, we vote on whether to continue our lawsuit. If "yes," we defend the rule of law in front of a judge. If "no," we wave the white flag. Either way, the outcome affects all Maine citizens.

KEY WORDS THAT SHOULD MAKE YOU ALL CRINGE:

MDOT masterminded a bait and switch...

MDOT reneged on their word...

MDOT doctored their own reports...

MDOT...telling the courts they don't have to obey local ordinances.

"They did so without consulting elected officials in Wiscasset."

"They broke promises about eminent domain..."

"They...doctored their own traffic consultant's report."

- **Sound familiar? We have experienced all of the above over our 18 years of involvement with the MaineDOT and 2B-2!!**

Maine town will vote Tuesday on whether to continue suit over state's Route 1 fix plan

Linda Coan O'Kresik | BDN

By Charlotte Boynton, Lincoln County News • April 11, 2018 5:38 pm

WISCASSET, Maine — A referendum Tuesday will allow Wiscasset voters to determine whether the town will move forward with a lawsuit against the Maine Department of Transportation.

The town sued to block the demolition of a historic garage and the removal of parking spaces downtown as part of a major MDOT traffic project.

In June 2016, voters approved by a 2-to-1 margin one of several options proposed by the MDOT. But a citizen's petition in June 2017 prompted a non-binding referendum in which voters rejected changes to that plan.

Selectmen voted 3-2 to sue the MDOT, hoping to save Haggett's Garage on Water Street.

On Feb. 13, selectmen and the public learned details of a consent agreement negotiated by attorneys for the town and the state. Under the agreement, the MDOT would comply with the town's historic preservation ordinance and would request a certificate of appropriateness to demolish Haggett's Garage. If it could not obtain the certificate, the garage would not be demolished and the project would move forward without a parking lot where the garage currently sits.

Selectmen rejected the consent agreement, and on Thursday, the Maine Business and Consumer Court will consider the town's request for a preliminary injunction against the MDOT and a request that the MDOT receive a certificate of appropriateness before beginning work.

As of March 1, the town had paid law firm Murray, Plumb, & Murray more than \$50,000 in legal fees. After some residents expressed concern about the cost of the suit, property owner Ralph H. Doering III offered to pay the town's expenses, although selectmen voted unanimously in February to direct Town Manager Marian Anderson to consult with an attorney and draw up an article asking voters whether to accept the funds.

Earlier this week, Wiscasset attorney David Soule Jr. said Doering had sent him a \$75,000 check, which he deposited in an escrow account and which is available to the town if it goes forward with the suit.

"I want to make it clear that this offer is made not to convince anyone how they should vote, but is made so that any decisions made by the town and the voters are not based upon concerns about costs and any related impact causing an increase in taxes, but are based solely upon the issues related to the proposed project for the downtown," Soule said in a letter to the selectmen.

The escrow agreement includes conditions for the disbursement of funds.

A group of residents who say the lawsuit will result in permanent damage to the town have also retained legal counsel to file a motion to intervene as defendants in support of the MDOT project.

The polls will be open from 8 a.m. to 8 p.m. Tuesday at the Wiscasset Community Center.

Another project milestone—TAKING homes for Route “345”!!

D2 Thursday, April 12, 2018 Bangor Daily News

NOTICE OF LAYOUT AND TAKING

The State of Maine by its Department of Transportation does hereby give notice to all whom it may concern:

That the Department of Transportation, in accordance with the authority of Title 23 M.R.S. Section 651, has determined that public exigency requires the laying out and establishing of a portion of State Highway "345" (Interstate 395/Route 9 Connector) in the City of Brewer and the Town of Eddington, County of Penobscot.

That the Department of Transportation, in accordance with Title 23 M.R.S. Sections 701 and 651, has laid out the location of a portion of State Highway "345" (Interstate 395/Route 9 Connector) in the said City of Brewer and Town of Eddington.

That the Department of Transportation, in accordance with Title 23 M.R.S. Section 752, having given notice and hearing, has designated a portion of said highway as a "controlled access highway" as provided in 23 M.R.S. Sections 301 to 307, at the locations and in the manner and extent hereinafter set forth under the heading "Control of Access" and as shown on the hereinafter referenced right of way map.

That the Department of Transportation, in accordance with Title 23 M.R.S. Sections 651 and 151 to 159, has determined that public exigency requires the taking of all land, buildings and rights in land within or adjacent to the boundary lines as herein set forth and described and as shown on a Right-of-Way Map, State Highway "345" (Interstate 395/Route 9 Connector), City of Brewer and Town of Eddington, Federal Aid Project No. STP-1891(500) Part II, (W.I.N. 018915.00), dated January and February 2018, on file in the Office of the Department of Transportation, (D.O.T. File No. 10-508) and to be recorded in the Registry of Deeds of Penobscot County, a print of which is on file in the office of the County Commissioners of Penobscot County.

INFORMATIVE SUMMARY

The following is a list summarizing the parcel or item numbers, names of apparent owners of record of land and rights involved, estimated areas, and rights affected, within and adjacent to the before-referenced highway boundaries, as shown on the beforementioned right-of-way map:

Parcel/ Item No.	Apparent Owner	Area	Slopes	Drainage	Temp. Const. Rights	Other & Bldgs. Rights
3	Roger P. Ruhlin	3.58 ± Ac. (Entire Lot)	None	None	None	House with Garage
4	Hal A. Meyers Laurie A. Meyers	3.37 ± Ac.	None	None	Yes	House with Garage & Pool Access Rights

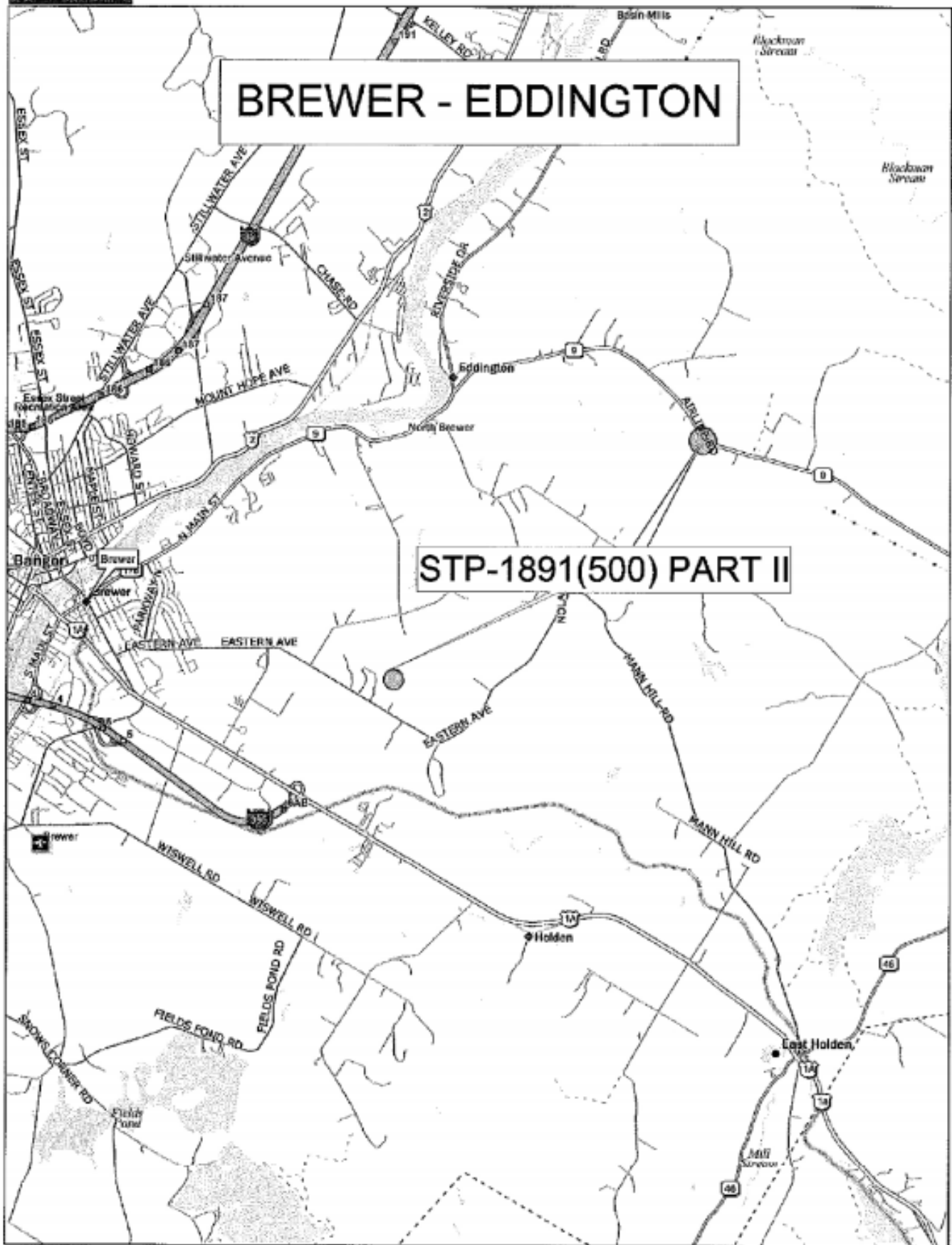
CONTROL OF ACCESS

Access to and egress from State Highway "46" (Route 9) and State Highway "345" (Interstate 395/Route 9 Connector) to or from adjoining land as shown on the beforementioned right of way map is prohibited, excepting and reserving the following:

Access to and egress from State Highway "46" (Route 9) over and across the before described Parcel No. (4) is hereby reserved to Bangor Hydro Electric Company, its successors and assigns as described in Access Easement dated June 14, 2013, Penobscot County Registry of Deeds Book 13246, Page 263

Note: Parcel Number (3) is located in the City of Brewer.
 Parcel Number (4) is located in the Town of Eddington.

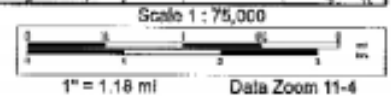
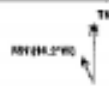
Published April 14, 2018



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STP-1891(500)
WIN; 018915.00**

The Department of Transportation directs this Notice of Layout & Taking be recorded in the Registry of Deeds of Penobscot County and filed with the City Clerk of the City of Brewer and the Town Clerk of the Town of Eddington and with the County Commissioners of Penobscot County and published in the "Bangor Daily News" a newspaper of general circulation in the County where said highway is located, and also directs that a copy of the Right-of-Way Map be filed with the County Commissioners of said County and also that Notice be sent by Certified Mail to any Owners and Mortgagees of Record.

Dated at Augusta, Maine

**STATE OF MAINE
DEPARTMENT OF TRANSPORTATION**

4-10-18
Date

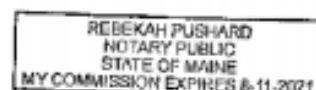

David Bernhardt, Commissioner

**STATE OF MAINE
COUNTY OF KENNEBEC**

Date April 10, 2018

Personally appeared the above named David Bernhardt, Commissioner, Department of Transportation, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of the State of Maine.

Before me, 
Notary Public
Print Name:
My Commission Expires:



[It's vital for Maine's economy to invest in our rural roads, bridges](#)

By [U.S. Senator] Susan Collins, Special to the BDN • April 17, 2018

In 1936, the United States was in the midst of the Great Depression, President Franklin Roosevelt was elected to a second term, and Jesse Owens earned four gold medals at the Berlin Olympics. It was also the same year that the Pleasant River Bridge in Milo was built.

On a cold and windy day earlier this month, I [toured](#) the Pleasant River Bridge with Maine Department of Transportation Commissioner David Bernhardt and Milo Town Manager Damien Pickel. The bridge is now 82 years old, rusted, too narrow and well past its original design life. Together, we saw firsthand how time, the elements and collision damage have taken a severe physical toll on this bridge. In addition to being structurally deficient, the Pleasant River Bridge is classified as “fracture critical,” which means that if one steel member in tension fails, a portion of the bridge, or even the entire bridge, could collapse.

The Pleasant River Bridge is [one of three aged and dilapidated bridges](#) in Penobscot and Piscataquis counties that have been prioritized for replacement by the Maine Department of Transportation. The other two bridges are Mattawamkeag Bridge on Route 2 and the West Branch Bridge on Route 11. These critical infrastructure projects were unable to move forward, however, without sufficient funding.

But that changed with the help of the \$10.8 million federal grant the Maine Department of Transportation and I secured last month, which will cover half the cost of these crucial projects. The state of Maine will provide the remainder of the funding. This grant will allow these bridges to be replaced before they have to be posted, causing trucks to make costly detours.

The Maine Department of Transportation calculated that, without these bridges, detours would add from 12 to nearly 100 miles to one-way trips — 100 miles. These detours would have had serious and damaging consequences for Mainers and Maine businesses. It was imperative that we acted to ensure that these transportation arteries remained open so local residents could reach their homes, workplaces and health care. These bridges are also essential to preserving visitors' access to the region and enabling the products of Maine businesses to reach the market.

As Commissioner Bernhardt noted, for the forest industry, transportation is probably 30 percent of the cost of doing business. Anything we can do to help them and get the bridges in shape is really good for the economy. It's really good for the state.

As the chair of the Senate Transportation Appropriations Subcommittee, one of my highest priorities has been to improve our nation's infrastructure and to ensure that

Maine's needs are addressed. That is why I have strongly supported the Transportation Investment Generating Economic Recovery (TIGER) grant program, which provides targeted investments for states to improve infrastructure.

Last year, this highly competitive grant program received 452 applications requesting a total of more than \$6 billion. Only 41 projects — less than 10 percent — were selected. Since TIGER's inception in 2009, I have worked to secure more than \$133 million for critical transportation investments throughout Maine. Maine TIGER applications have been successful in every funding round.

In my travels throughout Maine, I've seen firsthand the positive effects of investing in our roads, bridges, railroads and seaports to improve safety, boost our economy and create and sustain much-needed jobs. Among the Maine projects that have received TIGER funding are the replacement of bridges in Kittery, Dresden-Richmond and Rumford, the breakwater in Eastport, and improvements to all three of Maine's major ports in Portland, Searsport and Eastport. A TIGER grant also helped save freight rail service in northern Maine. TIGER has made a significant difference in our state, providing funding for vital projects across Maine that might otherwise never have been built. These infrastructure improvements support families and communities.

The bridge replacements in Penobscot and Piscataquis counties are a prime example of how investments through TIGER pay dividends for the region and the entire state. Construction is expected to begin next year, and key improvements include wider lanes to accommodate trucks traveling across the bridges in both directions. These new bridges will be built to last and designed to carry traffic for the next century.

“Working with our state, communities and the private sector, I will continue to advocate for **responsible** investments to improve Maine's transportation infrastructure.” Senator Susan Collins 4.17.2018

- At the same time these bridges are in such a failed state, the DOT is pushing ahead with the \$61 million I-395/Route 9 connector—a project that met only 20% of study purpose and needs in April 2009—a project that lacks the support of the Brewer City Council—a project that has \$8.75 million of funding to complete preliminary engineering and eminent domain processes. It is fiscally irresponsible to allow our existing infrastructure to decay while going forward with a new controversial project that many believe is no longer necessary. It needs to be noted that President Trump's new infrastructure plan slashes the TIGER grant program.

Wiscasset votes to drop lawsuit against Maine DOT

By [Lincoln County News](#) • April 18, 2018 7:20 am

Wiscasset residents voted not to continue a lawsuit against the Maine Department of Transportation in a referendum Tuesday, April 17.

Of the 881 votes cast, residents voted 578-303 against the referendum question, which read, “Do you wish to continue the lawsuit filed by the Town of Wiscasset against the Maine Department of Transportation regarding the Wiscasset Downtown Project?”

Watch bangordailynews.com for updates.

VOICE OF THE PEOPLE

Vote only shows Wiscasset fears suit

Wiscasset's April 17 "no" [vote showed that voters feared the town would become mired in an expensive lawsuit](#) against the Maine Department of Transportation. It was not, however, a vote in favor of MDOT's Option 2. In fact, in 2017, Wiscasset voters, in a binding referendum, rejected changes MDOT made to Option 2 after a nonbinding vote in favor of the plan in 2016.

Option 2's problems remain:

Wiscasset's code enforcement officer notified MDOT last November that it must comply with the town's historic preservation ordinance before making changes in the historic district. MDOT hasn't done this.

Option 2 will do little to relieve summer congestion. MDOT says it will improve traffic through-put by only 4 percent, reducing wait times by about 15 seconds. A MDOT engineer warned that traffic will still back up at peak times. According to MDOT's latest cost estimates, Option 2's price tag has exploded to over \$6.8 million, not including the costs of the unnecessary demolition of the Haggett building.

An independent engineer offered credible challenges to MDOT's engineering studies, but neither MDOT nor Wiscasset's town manager has proved willing to consider these in an open forum.

Option 2 puts our small businesses in jeopardy by removing storefront parking.

Wiscasset's lawsuit raised awareness that traffic management techniques could help MDOT meet the requirements of the 1991 Maine Sensible Transportation Policy Act, which mandates attention to community input, comprehensive plans and ordinances and alternatives to costly construction. For example, through smart technologies, a system of live-time alerts could help keep traffic moving.

The fight to defend Wiscasset against MDOT's ill-conceived Option 2 and refusal to abide by town and state law is far from over. Maine citizens are watching to see if MDOT will continue to threaten historic towns and small businesses and ignore the law.

Seaver Leslie

Wiscasset



Town of Eddington

906 Main Road Eddington, Maine 04428

PLANNING BOARD

March 27, 2018

6:00 pm

MINUTES

The discussion then went to the I395 extension. Russell said they are supposed to break ground in 2024. He continued that they have purchased the land and trailer on Rt. 9 and they have the trailer for sale that has to be moved. Russell S said they have acquired two properties in Eddington. They are still doing surveying to acquire the other properties involved to do the alignment. He said they are supposed to have a meeting later this spring to give an update. The state hasn't decided whether they are going over or under all of the roads they have to cross.

<http://eddingtonmaine.gov/uploads/3/5/4/8/35486991/pbmin3-27.pdf>

D2 Thursday, April 12, 2018 Bangor Daily News

NOTICE OF LAYOUT AND TAKING


The State of Maine by its Department of Transportation does hereby give notice to all whom it may concern:

That the Department of Transportation, in accordance with the authority of Title 23 M.R.S. Section 651, has determined that public exigency requires the laying out and establishing of a portion of State Highway "345" (Interstate 395/Route 9 Connector) in the City of Brewer and the Town of Eddington, County of Penobscot.

ex·i·gen·cy  (ĕk'sə-jən-sē, ĭg-zĭj'ən-)

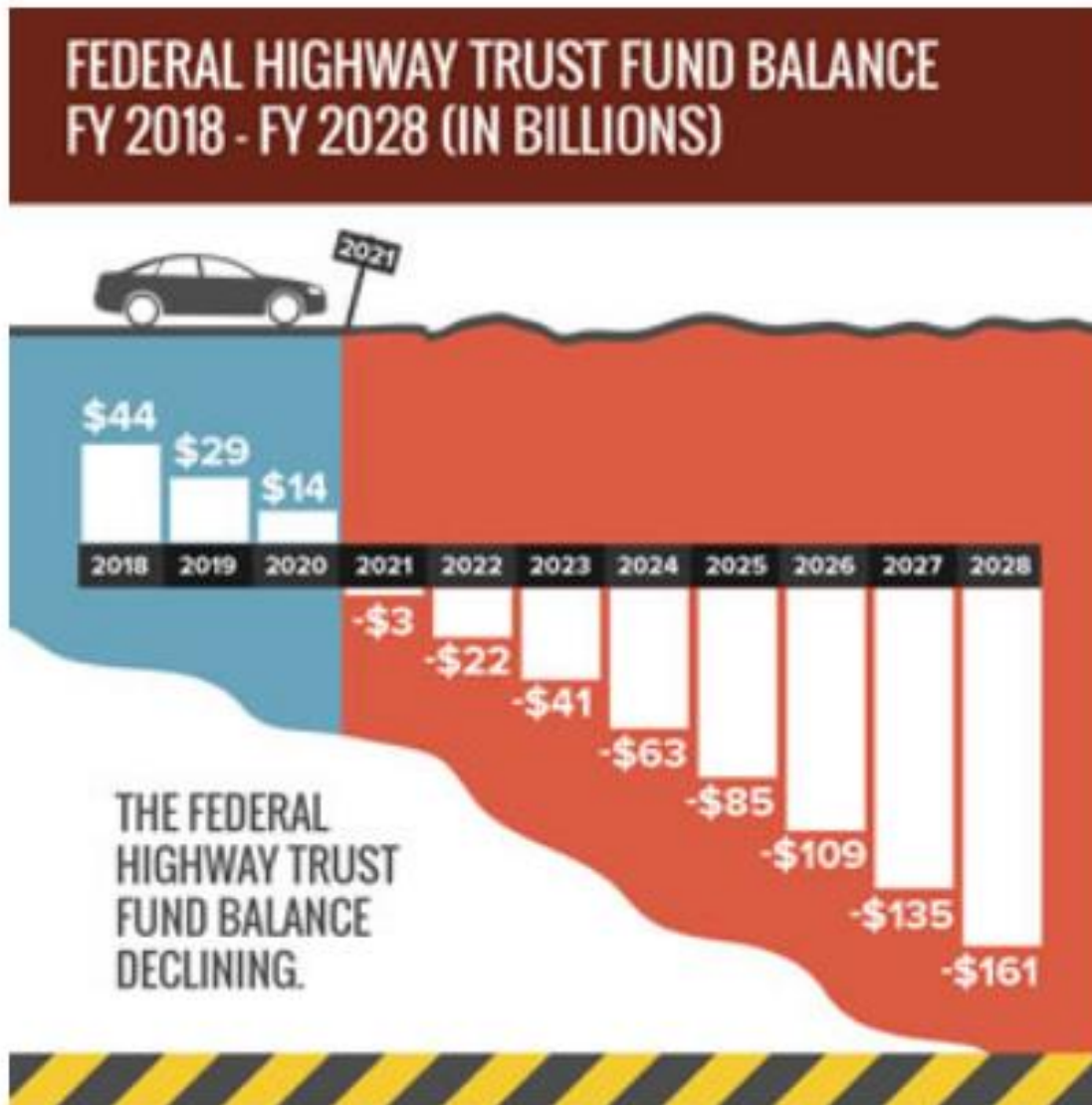
n. pl. ex·i·gen·cies

1. A pressing or urgent situation: *"We were caught in a wartime exigency that was beyond any humane, any rational, resistance" (John Kenneth Galbraith).*
2. An urgent requirement; a pressing need: *"distracted by the exigencies of running a business" (Richard Curtis).*

"CITE"  American Heritage® Dictionary of the English Language, Fifth Edition. Copyright © 2016 by Houghton Mifflin Harcourt Publishing Company. Published by Houghton Mifflin Harcourt Publishing Company. All rights reserved.

"...public exigency requires..." How exigent can a project be that has been in the planning stage for 18 years and may not break ground until year 24 with a possible (probable) ribbon-cutting in year 26?? People have now been forced from their homes for a project that is deemed SO important that it will not even be started until 2024!!!

The Highway Trust Fund is running out of money!!



Source: CBO

TRIP
a national transportation research group

tripnet.org

[Traffic jams to increase if Maine Turnpike isn't widened, report claims](#)

The Associated Press • June 6, 2018 2:23 pm
Updated: June 6, 2018 2:24 pm

PORTLAND, Maine — An advisory committee says traffic on a busy highway in the Portland area could routinely grind to a standstill in coming years if the road is not expanded.

The Portland Press Herald [reports](#) that the committee examined 15 different options to reduce congestion on the 11-mile stretch of the Maine Turnpike between South Portland and Falmouth.

A draft of the committee's report says expanding the road from four lanes to six is the only way to fully address the issue. They also considered other options, like encouraging carpooling or making it more expensive to use the turnpike during peak traffic hours.

The committee estimated widening the road would cost more than \$140 million. The group's final report is expected in July.

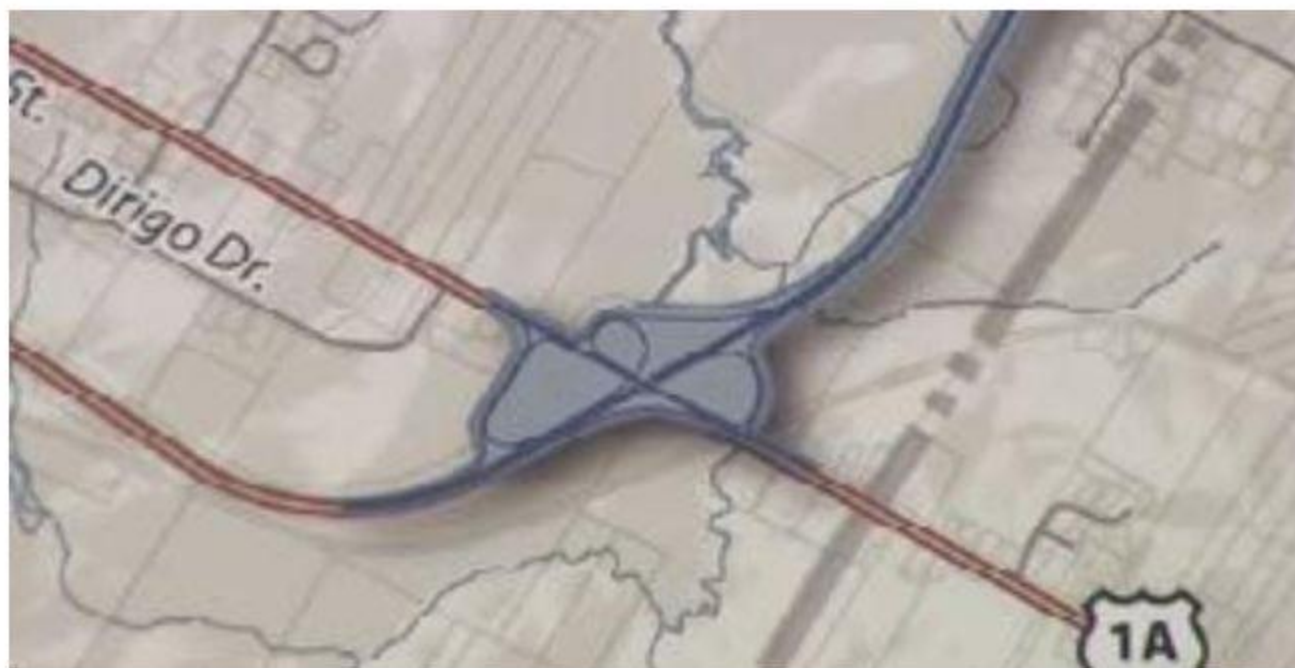
- Where will the DOT find \$140 million for this project when they are too willing to waste \$61 million on an alternative (2B-2) that does not meet the original purpose and needs of the I-395/Route 9 connector study? Where's the funding for our failing roads and bridges? Where are the priorities?



DOT official has advised:
there will be a meeting in
Eddington on June 27th
to discuss the new Maine
Route “345” (aka 2B-2)
project.

Specifics to follow...

\$25 million in federal finding to be used for I-395 connector



By News Desk | Posted: Fri 3:43 PM, Jun 08, 2018 | Updated: Fri 3:44 PM, Jun 08, 2018



BANGOR, Maine (WABI) \$25 million in federal funds has been earmarked to fund a connector road between Interstate 395 and Route 9.

That's according to Congressman Poliquin's office.

The connector project is located to the east of the Bangor-Brewer area.

Officials say when finished the roadway will provide better access to Canadian markets.

The project has been heavily debated through the years with many local residents speaking out against it.

Brewer I-395 extension project wins \$25M grant, but not everyone's happy about it

By Alex Acquisto, BDN Staff • June 8, 2018 5:45 pm

Several million dollars in funding have been secured to link Interstate 395 with Route 9 — a controversial proposed extension that has been almost 20 years in the making and is opposed by most abutters.

Republican U.S. Rep. Bruce Poliquin announced Friday that the area has received a \$25 million grant to build a two-lane connector between I-395 and Route 9 in Eddington, snaking from where the interstate ends at Wilson Street in Brewer along the Holden-Brewer line.

The 2nd District Congressman said he was “extremely pleased with the approval of this important support to go toward our Route 9 and I-395 connector project that will provide the missing link between these two major arteries in Maine and open up better access to markets and commerce for our Maine businesses.”

Advocates for the project, including Poliquin, have said the connector will help streamline truckers' access to the Canadian border, and improve roadway safety by easing traffic on nearby routes 1A and 46.

But area residents aren't convinced of the project's merits or satisfied with how its being planned.

“The principle concern we have is it's a project that doesn't make sense,” Brewer City Manager Stephen Bost said Friday. “We think it's a road in search of a purpose.”

Poliquin's announcement came as a surprise to Bost, who said he wasn't aware that funding was being sought, much less that it had been secured. With the local project opposition repeatedly publicized during the last 15 years, Bost said he continues to be surprised with the lack of communication from Poliquin's office.

“I am shocked that the congressman’s office has not reached out to the city of Brewer to discuss this matter at all,” Bost said. “It should have been a no-brainer for his office to reach out to the communities that are directly affected by this.”

A Poliquin spokesperson did not immediately respond to a request for comment.

The proposed six-mile connector known as 2B-2 cuts through Brewer and Holden. It is expected to displace some residents and affect nearly 60 property owners with land on or near the proposed route. The project will require acquiring nearly 200 acres in land rights-of-way — a big ask that, in part, spurred [Brewer](#) and [Holden](#) to vote against the proposal in years past. Eddington selectmen [provisionally supported](#) the connector.

MDOT, in 2016 and 2017, cited an increase in traffic as a reason for the connector, and argues that the connector will help to lessen abnormally high accident rates at some area intersections. Early last year, MDOT announced it would start a [three-year, \\$7.25 million](#) work plan to begin building the road.

A MDOT official did not immediately return a phone call Friday seeking comment.

The state has previously pegged the total cost of the project to be in the realm of \$61 million, with a [completion date](#) around 2025. Later this month, the Maine Department of Transportation will host a public forum in Eddington to update area residents on the status of the project.

Bost, along with Eddington Town Manager Russell Smith, said they still don’t quite understand why the project is being backed by Poliquin and the MDOT.

“That’s been a mystery to us from the beginning,” Bost said. “From the very beginning, I’ve made no secret about my frustration with the lack of candor by the MDOT and their willingness to make any adjustments based upon the opposition from the host communities.”

With the almost unilateral lack of local support, Smith said he’s not quite sure who is propelling the project forward.

“Somebody is behind it to get this done, but I’m not sure who it is,” he said.

Follow [the Bangor Daily News on Facebook](#) for the latest Maine news.



Infrastructure For Rebuilding America

The INFRA Grants program provides dedicated, discretionary funding for projects that address critical issues facing our nation's highways and bridges. INFRA grants will support the Administration's commitment to fixing our nation's crumbling infrastructure by creating opportunities for all levels of government and the private sector to fund infrastructure, using innovative approaches to improve the necessary processes for building significant projects, and increasing accountability for the projects that are built.

U.S. Department of Transportation Proposes Nearly \$1.5 Billion in INFRA Grants

WASHINGTON – The U.S. Department of Transportation today announced nearly \$1.5 billion in proposed grants through the Infrastructure for Rebuilding America (INFRA) discretionary grant program.

"These INFRA grants will empower states and communities to make significant long-term infrastructure improvements that will shape transportation and mobility for decades to come," said Secretary Elaine L. Chao.

INFRA grants support the Administration's commitment to fixing our nation's crumbling infrastructure by creating opportunities for all levels of government and the private sector to fund infrastructure, using innovative approaches to improve the necessary processes for building significant projects, and increasing accountability for the projects that are built.

I-395/Route 9 Connector, Maine Department of Transportation, \$25,000,000 – to create an approximately 6-mile, direct connection between Route 9 and I-395 east of Bangor.

- Is this the only Federal monies coming to this \$61 million project? The state had been counting on \$48.8 million (80%) from the Feds...

A letter to my Congressman:

From: Larry Adams

Sent: Tuesday, June 12, 2018 6:18 AM

To: Allison.Behuniak@mail.house.gov

Cc: Councilor Kevin O'Connell

Subject: I-395/Route 9 Connector in Penobscot County, Maine

Dear Ms. Allison Behuniak | Legislative Assistant | Rep. Bruce Poliquin (ME-02)

Kevin O'Connell requested that I contact you to answer any questions that you may have concerning the project that Kevin discussed with you.

This project has been under study since the year 2000. The majority of the 79+ studied alternatives terminated east of Route 46, at or near the Eddington/Clifton corporate border to satisfy the study's System Linkage Need (northern logical termini criteria) for most of the study's first 10 years. The 2B-2 alternative, now the preferred alternative, terminates 4.5 miles to the west of the original System Linkage Need logical termini, thus 2B-2 does not satisfy the study's original System Linkage Need.

The original study System Linkage Need was in compliance with the December 2005 Notice of Intent to proceed with the EIS. I contend that the NOI, a federal document, was ignored when the FHWA approved the change to the northern logical termini to allow 2B-2 to terminate on Route 9 4.5 miles to the west of the original logical termini. FOAA documents show this manipulation and it was interesting to see how our transportation officials parsed words in the NOI to change that criteria and how these officials are able to operate without accountability to the public that they are sworn to serve and protect. The logical termini was changed in January 2012, apparently to make DEIS statements work. FOAA documents are included as part of many of the documents listed below. The facts I present are not my facts, they are facts gleaned from MaineDOT/FHWA documents.

At the final PAC meeting held on April 15, 2009, alternative 2B-2 satisfied only 20% (1 of 5) of the study's purpose and needs. With absolutely zero interaction over the next 32 months with the impacted communities, 2B-2 was covertly chosen by the MaineDOT as the new (and the second) preferred alternative. A 2013 FOAA request would show that even the FHWA project manager, within 90 days of the Draft Environmental Impact Statement in March of 2012, stated that 2B-2 did meet the study purpose and needs, only to be silenced by superiors.

MaineDOT's own words, from an October 2003 Memorandum, describe why 2B-2 (aka alternative 2B) was removed earlier from consideration:

“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.” Why would the state and feds want to negatively affect people??

“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.” Why would the state and the feds want to severely impact local communities??

“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.” SAFETY CONCERNS and HAZARDS – REALLY??

2B-2 does not meet the original study purpose and needs and has a construction cost of \$61 million. Spending that kind of money without bypassing the 35 mph section of Route 9 in the vicinity of 9/46 to provide the original decade-long System Linkage Need is shortsighted and a waste of our limited transportation dollars. The DOT will say that they “right-sized” the project, but this occurred only after 2B-2 was essentially the only alternative still under consideration; they did not go back and take a second look at any of the 79+ alternatives that met purpose and needs with the “right-sized” downgraded engineering criteria such as the change from interstate criteria to rolling rural, dropping the future build-out to a four lane divided road and to the minimizing of the right-of-way widths (which they still deny to this date). One of the first alternatives to be “chosen” was 4B which paralleled Route 46, but was removed from consideration due to the amount of earthwork required – well, downgrading the criteria certainly would have saved earthwork on that alternative, but it was never reconsidered. It is obvious now that someone made the decision, early on, that 2B-2 would be chosen, no matter what the purpose and needs were. The study was a sham and a shell game and a waste of some \$2.3 million over the first 14 years. February of 2014 was the last time we had an accurate accounting of monies spent on this study.

I have corresponded with MaineDOT and FHWA officials at length and have been marginalized at every step along the way. An example of our frustration: I posted many questions in emails during the early months of 2012. The MaineDOT was of course embarrassed that they had been found out, actually issued an apology for their lack of keeping us all advised and were reluctant to answer anything – they did offer to come to each of the three impacted communities to brief the elected officials only. When private citizens cried foul, the MaineDOT cancelled all of the scheduled meetings and said that all our questions would be answered during the May 2012 DEIS public hearing. I offered some 37 essay-style questions to the DOT and went to that meeting expecting answers. GUESS WHAT?? They decided that the meeting would be a “listening only session”. The DOT/FHWA/ACOE panel sat muted and refused to answer any questions – not one!! And, in fact to date, the MaineDOT and the FHWA have never had to publicly debate in person, face to face, the merits of this project. This has been a sickening process and I

believe that the NEPA process was skirted to make the 2B-2 selection possible; at one point I contacted the lead NEPA point of contact at the HDQs of the FHWA to plead my case – again with no joy. Both the state and the feds are complicit in this project; it's hard to believe that when the FHWA project manager voiced his concerns, his own superiors silenced him; so essentially, we are to spend a minimum of \$61 million on a deficient, controversial project that the feds could have put a stop to – and for some reason balked and many of us are now impacted by a project that does not meet the original purpose and needs. It's one thing to be impacted, but to be impacted by a project that should have never gotten the go ahead is a hard pill to swallow...

2B-2's construction cost was estimated at \$61 million (2011 dollars). FOAA documents suggest that this was nothing more than a guesstimate and more of a mathematical manipulation to get the Benefit to Cost ratio to work. The \$25 million grant "legitimizes" 18 years of lies and deceit; many say the connector will end up costing tens of millions more and Maine taxpayers will end up with the bill, especially if this grant is the sole federal money that will be pumped into this project. This is not just a letter from some disgruntled citizen – many share my opinions and the City of Brewer City Council has unanimously passed resolves of non-support on three different occasions, all ignored by the DOT/FHWA. Now that \$25 million of federal funds has been added to this project, it is my opinion and my hope that this matter would be passed on to the DOT IG to insure that this study and the monies spent to date and to be spent in the future are all above board and within federal regulations. I wrote the DOT IG twice, early on, and received nothing but a computer generated form letter in return.

I maintain a citizen's website <http://i395rt9hardlook.com/> that was developed in February 2014 using MaineDOT's own documentation, just like the above 3 statements within quotation marks. I have been active in this pursuit since December of 2011, when I accidentally discovered that this project was turned on its head with the selection of an alternative (2B-2) that did not meet purpose and needs when they had 5 other alternatives that met 100% of the purpose and needs in April 2009.

The above is just a glimpse of what is wrong with this project; for the complete story, please view the following documents and peruse the rest of the website at your leisure:

<http://i395rt9hardlook.com/if-you-only-have-the-time-to-read-two-articles-read-these/comments-to-the-stip-by-l-adams/>

<http://i395rt9hardlook.com/if-you-only-have-the-time-to-read-two-articles-read-these/comments-to-the-stip-by-g-heldmann/>

<http://i395rt9hardlook.com/if-you-only-have-the-time-to-read-two-articles-read-these/bacts-testimony-la/>

<http://i395rt9hardlook.com/if-you-only-have-the-time-to-read-two-articles-read-these/bacts-testimony-sb/>

<http://i395rt9hardlook.com/if-you-only-have-the-time-to-read-two-articles-read-these/ld47-testimony-la/>

<http://i395rt9hardlook.com/if-you-only-have-the-time-to-read-two-articles-read-these/ld-47-testimony-gh/>

<http://i395rt9hardlook.com/if-you-only-have-the-time-to-read-two-articles-read-these/substantive-questions/>

I hope this information may help fill in the blanks. Any questions, please email or call. Thank you for your time and consideration. Larry Adams

6.13.2018—State Representative Craig asks a question on FB:



Garrel Craig

Yesterday at 4:08pm · 🌐

Brewer, I need your feedback on Rt.9 connector thru Brewer. Either personally message me, publicly or 745-0210, Garrel.craig@legislature.maine.gov



Like



Comment

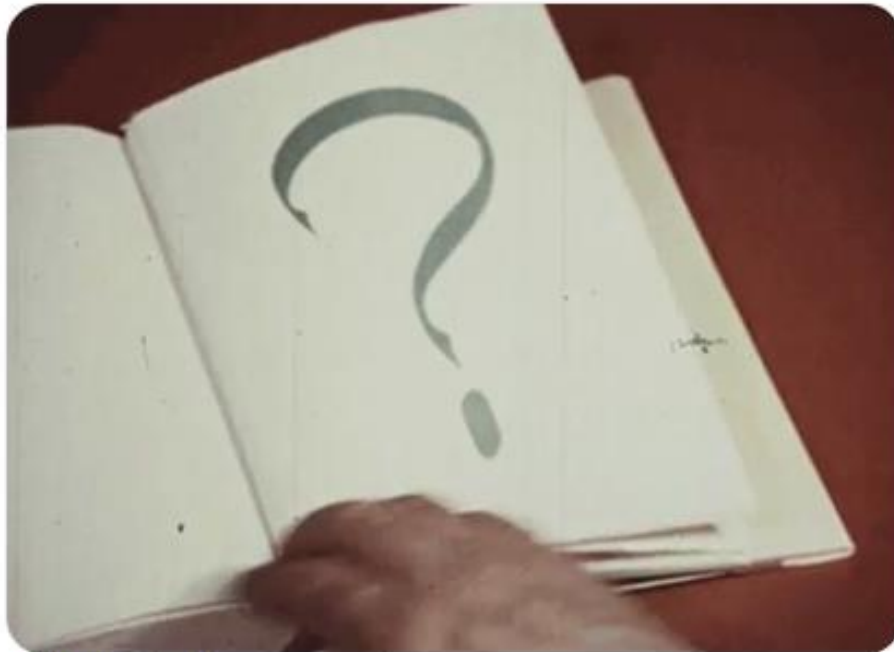


Share

1 Share



Garrel Craig



Like · Reply · 1d



Carol Jeanne Bontempo Smith OMG we could write a book on this subject! Check out our neighbor's blog. I395rt9hardlook.com. EYE opening. Love what City Manager, Steve Bost said in BDN...."its a road in search of a purpose." The entire reason for this back in 2000'i might add, was to get trucks off Rt 46 going to the Bucksport mill. How come MDOT and Poliquin don't seem to realize realize there's no longer a mill in Bucksport? I'll stop now. Too upsetting. Read Larry's blog. Call us if you want to chat.

Time	Direction	Volume	Speed	Incidents
7:00-7:30 AM	Northbound	1200	45	2
7:30-8:00 AM	Northbound	1500	40	3
8:00-8:30 AM	Northbound	1800	35	4
8:30-9:00 AM	Northbound	2000	30	5
9:00-9:30 AM	Northbound	1800	35	4
9:30-10:00 AM	Northbound	1500	40	3
10:00-10:30 AM	Northbound	1200	45	2
10:30-11:00 AM	Northbound	1000	50	1
11:00-11:30 AM	Northbound	800	55	0
11:30-12:00 PM	Northbound	600	60	0
12:00-12:30 PM	Northbound	400	65	0
12:30-1:00 PM	Northbound	300	70	0
1:00-1:30 PM	Northbound	200	75	0
1:30-2:00 PM	Northbound	150	80	0
2:00-2:30 PM	Northbound	100	85	0
2:30-3:00 PM	Northbound	80	90	0
3:00-3:30 PM	Northbound	60	95	0
3:30-4:00 PM	Northbound	40	100	0
4:00-4:30 PM	Northbound	20	105	0
4:30-5:00 PM	Northbound	10	110	0
5:00-5:30 PM	Northbound	5	115	0
5:30-6:00 PM	Northbound	2	120	0
6:00-6:30 PM	Northbound	1	125	0
6:30-7:00 PM	Northbound	0	130	0
7:00-7:30 PM	Northbound	0	135	0
7:30-8:00 PM	Northbound	0	140	0
8:00-8:30 PM	Northbound	0	145	0
8:30-9:00 PM	Northbound	0	150	0
9:00-9:30 PM	Northbound	0	155	0
9:30-10:00 PM	Northbound	0	160	0
10:00-10:30 PM	Northbound	0	165	0
10:30-11:00 PM	Northbound	0	170	0
11:00-11:30 PM	Northbound	0	175	0
11:30-12:00 AM	Northbound	0	180	0
12:00-12:30 AM	Northbound	0	185	0
12:30-1:00 AM	Northbound	0	190	0
1:00-1:30 AM	Northbound	0	195	0
1:30-2:00 AM	Northbound	0	200	0
2:00-2:30 AM	Northbound	0	205	0
2:30-3:00 AM	Northbound	0	210	0
3:00-3:30 AM	Northbound	0	215	0
3:30-4:00 AM	Northbound	0	220	0
4:00-4:30 AM	Northbound	0	225	0
4:30-5:00 AM	Northbound	0	230	0
5:00-5:30 AM	Northbound	0	235	0
5:30-6:00 AM	Northbound	0	240	0
6:00-6:30 AM	Northbound	0	245	0
6:30-7:00 AM	Northbound	0	250	0
7:00-7:30 AM	Northbound	0	255	0
7:30-8:00 AM	Northbound	0	260	0
8:00-8:30 AM	Northbound	0	265	0
8:30-9:00 AM	Northbound	0	270	0
9:00-9:30 AM	Northbound	0	275	0
9:30-10:00 AM	Northbound	0	280	0
10:00-10:30 AM	Northbound	0	285	0
10:30-11:00 AM	Northbound	0	290	0
11:00-11:30 AM	Northbound	0	295	0
11:30-12:00 AM	Northbound	0	300	0
12:00-12:30 AM	Northbound	0	305	0
12:30-1:00 AM	Northbound	0	310	0
1:00-1:30 AM	Northbound	0	315	0
1:30-2:00 AM	Northbound	0	320	0
2:00-2:30 AM	Northbound	0	325	0
2:30-3:00 AM	Northbound	0	330	0
3:00-3:30 AM	Northbound	0	335	0
3:30-4:00 AM	Northbound	0	340	0
4:00-4:30 AM	Northbound	0	345	0
4:30-5:00 AM	Northbound	0	350	0
5:00-5:30 AM	Northbound	0	355	0
5:30-6:00 AM	Northbound	0	360	0
6:00-6:30 AM	Northbound	0	365	0
6:30-7:00 AM	Northbound	0	370	0
7:00-7:30 AM	Northbound	0	375	0
7:30-8:00 AM	Northbound	0	380	0
8:00-8:30 AM	Northbound	0	385	0
8:30-9:00 AM	Northbound	0	390	0
9:00-9:30 AM	Northbound	0	395	0
9:30-10:00 AM	Northbound	0	400	0
10:00-10:30 AM	Northbound	0	405	0
10:30-11:00 AM	Northbound	0	410	0
11:00-11:30 AM	Northbound	0	415	0
11:30-12:00 AM	Northbound	0	420	0
12:00-12:30 AM	Northbound	0	425	0
12:30-1:00 AM	Northbound	0	430	0
1:00-1:30 AM	Northbound	0	435	0
1:30-2:00 AM	Northbound	0	440	0
2:00-2:30 AM	Northbound	0	445	0
2:30-3:00 AM	Northbound	0	450	0
3:00-3:30 AM	Northbound	0	455	0
3:30-4:00 AM	Northbound	0	460	0
4:00-4:30 AM	Northbound	0	465	0
4:30-5:00 AM	Northbound	0	470	0
5:00-5:30 AM	Northbound	0	475	0
5:30-6:00 AM	Northbound	0	480	0
6:00-6:30 AM	Northbound	0	485	0
6:30-7:00 AM	Northbound	0	490	0
7:00-7:30 AM	Northbound	0	495	0
7:30-8:00 AM	Northbound	0	500	0
8:00-8:30 AM	Northbound	0	505	0
8:30-9:00 AM	Northbound	0	510	0
9:00-9:30 AM	Northbound	0	515	0
9:30-10:00 AM	Northbound	0	520	0
10:00-10:30 AM	Northbound	0	525	0
10:30-11:00 AM	Northbound	0	530	0
11:00-11:30 AM	Northbound	0	535	0
11:30-12:00 AM	Northbound	0	540	0
12:00-12:30 AM	Northbound	0	545	0
12:30-1:00 AM	Northbound	0	550	0
1:00-1:30 AM	Northbound	0	555	0
1:30-2:00 AM	Northbound	0	560	0
2:00-2:30 AM	Northbound	0	565	0
2:30-3:00 AM	Northbound	0	570	0
3:00-3:30 AM	Northbound	0	575	0
3:30-4:00 AM	Northbound	0	580	0
4:00-4:30 AM	Northbound	0	585	0
4:30-5:00 AM	Northbound	0	590	0
5:00-5:30 AM	Northbound	0	595	0
5:30-6:00 AM	Northbound	0	600	0
6:00-6:30 AM	Northbound	0	605	0
6:30-7:00 AM	Northbound	0	610	0
7:00-7:30 AM	Northbound	0	615	0
7:30-8:00 AM	Northbound	0	620	0
8:00-8:30 AM	Northbound	0	625	0
8:30-9:00 AM	Northbound	0	630	0
9:00-9:30 AM	Northbound	0	635	0
9:30-10:00 AM	Northbound	0	640	0
10:00-10:30 AM	Northbound	0	645	0
10:30-11:00 AM	Northbound	0	650	0
11:00-11:30 AM	Northbound	0	655	0
11:30-12:00 AM	Northbound	0	660	0
12:00-12:30 AM	Northbound	0	665	0
12:30-1:00 AM	Northbound	0	670	0
1:00-1:30 AM	Northbound	0	675	0
1:30-2:00 AM	Northbound	0	680	0
2:00-2:30 AM	Northbound	0	685	0
2:30-3:00 AM	Northbound	0	690	0
3:00-3:30 AM	Northbound	0	695	0
3:30-4:00 AM	Northbound	0	700	0
4:00-4:30 AM	Northbound	0	705	0
4:30-5:00 AM	Northbound	0	710	0
5:00-5:30 AM	Northbound	0	715	0
5:30-6:00 AM	Northbound	0	720	0
6:00-6:30 AM	Northbound	0	725	0
6:30-7:00 AM	Northbound	0	730	0
7:00-7:30 AM	Northbound	0	735	0
7:30-8:00 AM	Northbound	0	740	0
8:00-8:30 AM	Northbound	0	745	0
8:30-9:00 AM	Northbound	0	750	0
9:00-9:30 AM	Northbound	0	755	0
9:30-10:00 AM	Northbound	0	760	0
10:00-10:30 AM	Northbound	0	765	0
10:30-11:00 AM	Northbound	0	770	0
11:00-11:30 AM	Northbound	0	775	0
11:30-12:00 AM	Northbound	0	780	0
12:00-12:30 AM	Northbound	0	785	0
12:30-1:00 AM	Northbound	0	790	0
1:00-1:30 AM	Northbound	0	795	0
1:30-2:00 AM	Northbound	0	800	0
2:00-2:30 AM	Northbound	0	805	0
2:30-3:00 AM	Northbound	0	810	0
3:00-3:30 AM	Northbound	0	815	0
3:30-4:00 AM	Northbound	0	820	0
4:00-4:30 AM	Northbound	0	825	0
4:30-5:00 AM	Northbound	0	830	0
5:00-5:30 AM	Northbound	0	835	0
5:30-6:00 AM	Northbound	0	840	0
6:00-6:30 AM	Northbound	0	845	0
6:30-7:00 AM	Northbound	0	850	0
7:00-7:30 AM	Northbound	0	855	0
7:30-8:00 AM	Northbound	0	860	0
8:00-8:30 AM	Northbound	0	865	0
8:30-9:00 AM	Northbound	0	870	0
9:00-9:30 AM	Northbound	0	875	0
9:30-10:00 AM	Northbound	0	880	0
10:00-10:30 AM	Northbound	0	885	0
10:30-11:00 AM	Northbound	0	890	0
11:00-11:30 AM	Northbound	0	895	0
11:30-12:00 AM	Northbound	0	900	0
12:00-12:30 AM	Northbound	0	905	0
12:30-1:00 AM	Northbound	0	910	0
1:00-1:30 AM	Northbound	0	915	0
1:30-2:00 AM	Northbound	0	920	0
2:00-2:30 AM	Northbound	0	925	0
2:30-3:00 AM	Northbound	0	930	0
3:00-3:30 AM	Northbound	0	935	0
3:30-4:00 AM	Northbound	0	940	0
4:00-4:30 AM	Northbound	0	945	0
4:30-5:00 AM	Northbound	0	950	0
5:00-5:30 AM	Northbound	0	955	0
5:30-6:00 AM	Northbound	0	960	0
6:00-6:30 AM	Northbound	0	965	0
6:30-7:00 AM	Northbound	0	970	0
7:00-7:30 AM	Northbound	0	975	0
7:30-8:00 AM	Northbound	0	980	0
8:00-8:30 AM	Northbound	0	985	0
8:30-9:00 AM	Northbound	0	990	0
9:00-9:30 AM	Northbound	0	995	0
9:30-10:00 AM	Northbound	0	1000	0

I395RT9HARDLOOK.COM

**"I-395/Route 9 Hard Look" | 2B-2
satisfied only 20% of purpose and...**

Like · Reply · 1d



2



Garrel Craig Thank You



1



Tammy Smith It's a big waste of taxpayer money.

Like · Reply · 23h



1



Herbert Hopkins ,this is not what was voted
Maine Dept of Transportation underhanded ly did what they wanted

Like · Reply · 23h



Nicole Turner As a life long resident of North Main I would love to have less traffic FLYING by my house! I am in favor of it.

Like · Reply · 22h



Gary Fogg It's also going to cost businesses in North Brewer revenue. Businesses in Bangor will suffer too because tourists will be on 395 directly, no point in pulling off at Bangor once your on a hyway. It's a huge boondoggle !

Like · Reply · 22h



1



Garrel Craig Thank You all for your input and keeping it civil

Like · Reply · 22h



1



Nicole Turner How many of the semi trucks do you see shopping in Brewer and Bangor? Those are the ones I would love to be rid of 😊 Canadians and those FROM Calais will still shop in Bangor

Like · Reply · 21h



1



Write a reply...



David Cameron Where 395 ends, sit there on a Friday night about 5pm. Try to cross 1A. Then get back to me. Summer is a great time to see why. Traffic backs up to 395 from Ellsworth or MDI. Take all the traffic going Rt 9 out of the equation. ... Rt 46 is a horr... [See More](#)

Like · Reply · 21h



1



Cory Richards Need to do something Go watch the traffic flow in holden all day..... If you have to go back in twords town from anywhere on the right it's crazy how long it takes for a break in flow to pull out.....

Like · Reply · 21h



1



Carol Jeanne Bontempo Smith Sure, but this connector isn't the answer. It should go EAST of Route 46. Why bring all those trucks thru the little village of Eddington on route 9? This 2B-2 route doesn't meet ANY of the Needs & Purposes from when this project began in the year 2000. It was tossed out years ago because they kept saying it didn't fit the criteria. The preferred route was then deemed to go thru Holden, they dismissed the PAC and MDOT went silent for years. Then my neighbor discovered some documents online! No one went public until he revealed that, guess what? SOMEONE decided this should be the preferred route after all! You HAVE to think what the.... WHO or WHAT changed this? MDOT kept quiet to the public affected by this for years AND the city officials in Eddington and Brewer! WE have been following this craziness for 18 years people!! Read the documents. You will be amazed at just how crazy it is.

Like · Reply · 11h



1



Write a reply...



John Huskins Please take a look at this link
<http://i395rt9hardlook.com/>



I395RT9HARDLOOK.COM

**"I-395/Route 9 Hard Look" | 2B-2
satisfied only 20% of purpose and...**

Like · Reply · 8h



Robert Leathers If it is a high speed route with limited access ramps it might save time and continual costs for road repairs in towns overpopulated with vehicles coming in from down east, but other than that I don't see a valid reason since the mill is closed that prompted its design.

Like · Reply · 6h



Carol Jeanne Bontempo Smith Also, think about it. The area is full of wildlife! We see deer, moose, bear, Canada Lynx, raccoons, skunks, etc. There are no ramps. Start at 395 and end on Route 9. I see a great potential for high speed, accidents and dead animals.

Like · Reply · 6h

A welcome break in the bad-news-Friday cycle:

update on 395-Rt. 9 corridor

Steve Bost

To: Larry Adams;

6/15/2018 5:17 PM

Larry,

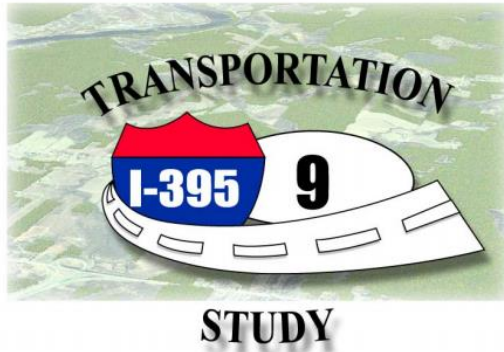
Recapping our recent phone conversation, I think we have some (hopefully) good news. After the BDN article appeared last week on the proposed project, I received a phone call from Congressman Poliquin. He was apologetic about how the 25 million dollar grant had been rolled out, and did not appear to have knowledge of the long history and deep opposition to the connector project. I spoke of our concerns, and that his staff should have done a better job providing him background. Mr. Poliquin seemed genuinely interested in how he could contribute to some resolution, but we did not venture into specifics. Today I received a phone call from State Representative Garrel Craig. He said that he is going to formally propose a “pause” in the connector project to discuss alternatives to the current route, and asked if I was familiar with any of the former corridor options. I told him that I was, and that our Engineering Department would provide him those original route options next week. Rep. Craig informed me that he had spoken to Mr. Poliquin, who supports the project “pause”. Rep. Craig also informed me that he is actively pursuing support for this effort from Governor LePage.

I am encouraged by what I have learned today. Larry, you have been diligent in your fact-finding on this proposed road for many years. Our City Council has been resolute in its opposition to this route, as you know. This may serve as the opportunity, at last, to have the fed/state stakeholders step back and take another look at whether this route is the most appropriate available. Stay tuned!

Best regards,

Steve Bost

-
- This is obviously a fluid situation—more to come...



I-395/Route 9 Transportation Study
Penobscot County, Maine
PIN 008483.20/NH-8483(20)E

Transportation Improvement Strategies
and Alternatives Analysis Technical
Memorandum
and
U.S. Army Corps of Engineers Highway
Methodology Phase I Submission

October 2003



U.S. Department
of Transportation
Federal Highway
Administration



Maine Department
of Transportation

“Traffic congestion and conflicting vehicle movements on this section of Route 9 would substantially increase the potential for new safety concerns and hazards.”

“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.”

2B-2 met 20% of the purpose and needs in April 2009. Many vehemently oppose this deficient/controversial alternative; the Brewer City Council has unanimously resolved their opposition at least three times since January of 2012. **The recent \$25 million INFRA grant would have been better spent on Maine’s unmet/unfunded transportation needs.**

States With the Most Dangerous Roads

By [Samuel Stebbins](#) June 19, 2018 1:53 pm EDT



Source: Kenneth C. Zirkel / Wikimedia Commons

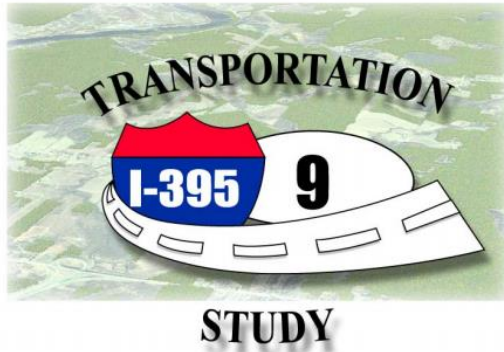
27. Maine

- > **Road deaths per 100,000:** 12.1
- > **2016 roadway fatalities:** 161 (10th least)
- > **Seat belt use:** 86%
- > **Deadliest holiday in 2016:** Independence Day (4 fatal crashes)
- > **Fatal crashes on rural roads:** 81%

<https://247wallst.com/special-report/2018/06/19/states-with-the-most-dangerous-roads/>

"A big factor in a state's fatality rate is how much of its area is rural," one expert explains, as rural roads often have higher speed limits as well as trees and telephone poles lining them, boosting the chances of a collision. By Evann Gastaldo | Newser Staff | Posted Jun 20, 2018

<http://www.newser.com/story/260887/2/these-states-have-the-most-dangerous-roads.html>



I-395/Route 9 Transportation Study
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Transportation Improvement Strategies
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October 2003



U.S. Department
of Transportation
Federal Highway
Administration



Maine Department
of Transportation

“Additionally, this alternative [2B] 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).” The problems with 2B in 2003 exist today in 2018 with 2B-2. Why is the DOT and the FHWA ignoring their own safety concerns?

Limited opportunities exist to control access management on this section of Route 9 from local roads and driveways. There are ten local roads and 148 existing drives or access points to undeveloped lots. Assuming 10 trip ends per drive and an equal number of left and right turns, Alternative 2B's ability to satisfy the system linkage and traffic congestions needs is questionable. There are several hundred acres that can be developed along this section of Route 9. Additionally, 200 buildings (residential and commercial) would be located in proximity (within 500 feet) of the proposed roadway. The lack of existing access controls and the inability to effectively manage access along this section of Route 9, and the number of left turns, contribute to the poor LOS and safety concerns, and the inability of Alternative 2B to satisfy the system linkage purpose and need effectively.

- This is the epitaph of a bad decision from a failed process...

Once again the DOT refuses to have a conversation:

Once again the DOT controls the conversation and refuses to budge

Larry Adams

6/21/2018 5:55 PM

Don't have the specifics, but in an email from Steve Bost this afternoon, Representative Craig stated: "There will not be any pause on the project. I am sorry that reconsideration is not an option."

Redacted emails to selected politicians:

From: Larry Adams

Sent: Friday, June 22, 2018 3:47 PM

To: [REDACTED]

Cc: City Manager Steve Bost; Councilor Beverly Uhlenhake; Councilor Kevin O'Connell; Councilor Matthew Vachon ; Deputy Mayor Joseph Ferris ; Mayor Jerry W. Goss ; [REDACTED]

Subject: Fw: Congratulations and a request

Dear [REDACTED]

[REDACTED] I will take this opportunity to advise you of a major issue in my community of Brewer.

The facts of this issue are included in this forwarded email; [REDACTED] could very well become a major player in this issue, along with you, next year.

We are in desperate need of a [REDACTED] that will be available to the entire constituency and not just the few that may be well-connected; we need a [REDACTED] that will ensure that our Federal dollars are correctly spent within our state and we need a [REDACTED] that won't hesitate to ask the difficult questions of the Federal workers that support our state—that includes the FHWA officials in Augusta. I pull no punches—the FHWA is just as culpable as the MaineDOT in this issue.

I have been marginalized at every step of the way in my efforts to bring the truth to the surface; all we ever wanted was a voice in the process. The City of Brewer (the major stakeholder in this issue) has also been ignored and kept of the decision-making process; the City Council has unanimously resolved, at least three times, non-support of 2B-2 and has vehemently requested that the MaineDOT come back to the table to discuss the

merits of this project. As I mentioned in the forwarded email, recent efforts to pause this project for further discussion have again been denied by the MaineDOT—just yesterday.

Good transportation requires a state and federal partnership. In this issue, there have been too many times that you talk to a state official and they seem to blame the feds and talking to the feds will reverse the blame. What I do know is that \$25 million of Federal dollars has just been granted to the MaineDOT for construction of a connector (2B-2) that does not meet the original study purpose and needs. Not wishing to repeat myself, the facts are presented in the forwarded email and the links at the end, along with my citizen's website: <http://i395rt9hardlook.com/>

I understand that there are jurisdictional boundaries that you will have to obey as a federal representative, but the FHWA would come under your jurisdiction and any federal funds that they offer to the state. We ask that you ensure that these transportation funds are spent judiciously within state and federal regulations.

Someone needs to demand real answers from the FHWA on why an alternative (2B) using the same section of Route 9 as does 2B-2, was so soundly disparaged in MaineDOT/FHWA [October 2003 Technical Memorandum](#) and has now found its way back to be the preferred alternative for a \$61 million project.

I believe you to be that person; one not afraid to be the voice for his constituency; we should be part of the decision-making process when that kind of money is at stake. I contend that building this connector without bypassing the East Eddington village is a waste of our limited transportation dollars.

2B-2's construction cost of \$61 million (2011 dollars) would be better spent on Maine's current-unmet-unfunded transportation needs.

Good luck and best wishes in the next few months. I am available at any time to discuss this matter with you or your staff. I am copying this email also to the Brewer City Manager, the Mayor and City Council of Brewer—they have supported my efforts since I started this crusade at the end of 2011.

Sincerely,

Larry Adams

From: Larry Adams

Sent: Friday, June 22, 2018 1:02 PM

To: [REDACTED]

Cc: City Manager Steve Bost; Councilor Beverly Uhlenhake; Councilor Kevin O'Connell; Councilor Matthew Vachon; Deputy Mayor Joseph Ferris; Mayor Jerry W. Goss

Subject: Congratulations and a request

Dear [REDACTED]

First—congratulations on winning a hard fought primary election; good luck and best wishes over the next few months.

I'd like to take this opportunity to advise you about an issue that impacts many of us in the community of Brewer, an issue that could be within your purview come January of 2019.

I am one of many impacted by the I-395/Route 9 Connector project that is currently in the final engineering and eminent domain phase, already seizing several homes and properties.

After 18 years of study, the DOT has selected a controversial and deficient alternative (2B-2) that does not satisfy the study's original purpose and needs—specifically the system linkage need.

45 of the 79 studied alternatives (57%) terminated to the north on Route 9 east of Route 46, at or near the Eddington/Clifton border to satisfy the study's original decade-long system linkage need criteria (aka: the northern logical termini).

2B-2, now the preferred alternative, terminates on Route 9 some 4.5 miles to the west of the original study system linkage need. 2B-2 never did and never will satisfy the study's original system linkage need that was established by the MaineDOT/FHWA early on in the study and reconfirmed before the February 2002 PAC meeting.

The original study system linkage need was in compliance with the December 2005 Notice of Intent to proceed with the EIS. I contend that the NOI, a federal document, was ignored when the FHWA approved the change to the northern logical termini to allow 2B-2 to terminate on Route 9 some 4.5 miles to the west of the study's original logical termini. FOAA documents show this manipulation and it was interesting to see how our transportation officials parsed words in the NOI to change that criteria and how these officials are able to operate without accountability to the public that they are sworn to serve and protect. The logical termini wasn't changed until January 2012, apparently for inclusion into the DEIS—that changed the study's original northern logical termini from “Route 9 east of Route 46” to “the portion of Route 9 in the study area.” WHAT—it was shocking that they didn't realize until near the DEIS publication that original facts did not align with what they were presenting and where is the specificity in their 2012 logical termini?

At what would become the final PAC meeting held on April 15, 2009, 2B-2 satisfied only 20% (1 of 5) of the study's purpose and needs. With absolutely zero inclusion over the next 32 months with the impacted communities, 2B-2 was covertly chosen by the MaineDOT as the new (and the second) preferred alternative of this study.

A 2013 FOAA request would show that the FHWA project manager in December of 2012, within 90 days of the Draft Environmental Impact Statement in March of 2012, advised the MaineDOT project manager that 2B-2 did not meet the study purpose and needs and any comparison of the preferred alternative (2B-2) to any other of the 78 alternatives

was an apples to oranges comparison. His valid concerns were silenced by his FHWA superiors.

MaineDOT's own words, from an Oct 2003 Technical Memorandum, specifies the original system linkage need criteria and describes why 2B (using the same 4.5 mile section of Route 9 as 2B-2) was removed earlier from consideration:

"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."

"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."

Why would the MaineDOT and the FHWA intentionally want to negatively affect people and why have they never been made to answer for this statement?? This statement should disqualify 2B-2.

"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."

Why would the MaineDOT and the FHWA intentionally want to severely impact local communities and why have they never been made to answer for this statement?? This statement should disqualify 2B-2.

"This alternative [original 2B using the same section of Route 9 as 2B-2] would not be practicable because it would fail to meet the system linkage need, and would fail to adequately address the traffic congestion needs in the study area. Alternative 2B would use approximately 5 miles of Route 9. Traffic congestion and conflicting vehicle movements on this section of Route 9 would substantially increase the potential for new safety concerns and hazards."

"Additionally, this alternative would result in: • substantially greater proximity impacts (residences within 500 feet of the proposed roadway) in comparison to Alternative 3EIK-2 (200 residences v. 12 residences)."

"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. Limited opportunities exist to control access management on this section of Route 9 from local roads and driveways. There are ten local roads and 148 existing drives or access points to undeveloped lots. Assuming 10 trip ends per drive and an equal number of left and right turns, Alternative 2B's ability to satisfy the system linkage and traffic congestions needs is questionable. There are several hundred acres that can be developed along this section of Route 9. Additionally, 200 buildings (residential and commercial) would be located in proximity (within 500 feet) of the proposed roadway. Page 21 Summary 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."

NEW SAFETY CONCERNS and HAZARDS—REALLY?? Why hasn't anybody within our Legislative Delegation stepped forward to demand answers to why this section of Route 9 was considered so dangerous in 2003, and yet in 2018 these same identified problems still exist and are questionably ignored?? The same amount of left turns and access points (158) still exist. These statements should disqualify 2B-2.

This new roadway needs to connect to Route 9 east of Route 46 (original system linkage need) to bypass the East Eddington village as was the mandate for the first decade of this study—not 4.5 miles to the west. MaineDOT's own words cannot and must not be allowed to be parsed or spun. They should be held to the facts that they presented in October 2003 or tell us why those facts are now wrong.

2B-2 has an estimated construction cost of \$61 million. Spending that kind of money without bypassing the 35 mile per hour section of the Village of East Eddington and the intersection of Route 9/46 (the original decade-long system linkage need) is shortsighted and a waste of our limited transportation dollars. How can one claim 2B-2 signals the completion of the East/West Highway in this area when that section of Route 9 is not bypassed during this construction?

The DOT will say that they have "right-sized" this project, but these actions occurred only after 2B-2 was essentially the only alternative still under consideration; they did not go back and take a second look at any of the other 78 alternatives that met purpose and needs with the "right-sized" downgraded engineering criteria such as the change from interstate criteria to rolling rural, dropping the future build-out to a four lane divided road and to the minimizing of the right-of-way widths (which they still deny to this date).

One of the first alternatives to be seriously considered was 4B which paralleled Route 46, but was "officially" removed from consideration due to the amount of earthwork required; we suspect the real reason was pressure from a few well-connected individuals living in that area. Nevertheless, downgrading the original interstate criteria as identified in the DEIS/FEIS to rolling rural criteria (after the NEPA process was completed—another lie discovered by FOAA) would significantly save earthwork by allowing an increase in the amount of allowable grading, but 4B and 44 other alternatives that satisfied the study's original purpose and needs were never reconsidered.

The DOT will also tell you they took a “hard-look” at Route 9 and that enabled the selection of 2B-2. I contend that study criteria was altered to enable the selection of 2B-2, it’s that simple, but I would also contend outside of the boundaries of the NEPA process—as all 78 alternatives should have been considered using the same criteria!!

It is obvious now that someone made the decision, early on, 2B-2 would be chosen, no matter what the purpose and needs were. The study was a sham and a shell game and a waste of some \$2.3 million over the first 14 years. February of 2014 was the last time we had an accurate accounting of monies spent on this study.

I have corresponded with MaineDOT and FHWA officials at length and have been marginalized at every step along the way. In fact, both the MaineDOT and FHWA refused by the end of 2012 to answer any more of my emails; they advised (demanded) any future discussions would have to be done verbally and since I insisted on a paper trail, my communications chain was broken.

An example of our early frustrations: I posted many questions in emails during the early months of 2012. The MaineDOT was of course embarrassed that they had been found out, and after issuing their apology for their lack of keeping us advised, they were reluctant to answer anything—they did offer to come to each of the three impacted communities to brief the elected officials only. When private citizens cried foul, the MaineDOT cancelled the scheduled meetings and said that all our questions would be answered during the May 2012 DEIS public hearing. I offered some 37 essay-style questions to the DOT and went to that public meeting expecting answers. GUESS WHAT?? They decided that the meeting would be a “listening only session” at the last moment, at the start of the meeting. The DOT/FHWA/ACOE panel sat muted and refused to answer any questions—not one!! And, in fact to date, the MaineDOT and the FHWA have never had to publicly debate in person, face to face, the merits of this project. AND—the majorities of those 37 questions were considered not substantive (by the DOT) and have never been properly addressed.

I firmly believe that the NEPA process was skirted to make the 2B-2 selection possible; at one point I contacted the lead NEPA point of contact at the Washington D.C. FHWA Headquarters to plead my case—again with no joy. Both the state and the feds are complicit in this project; it’s hard to believe that when the FHWA project manager voiced his concerns, his own superiors silenced him; so essentially, we are to spend a minimum of \$61 million on a deficient, controversial project that the feds could have put a stop to—and for some reason balked and many of us are now impacted by a project that does not meet the original purpose and needs. It is one thing to be impacted, but to be impacted by a project that should have never gotten the go ahead is a hard pill to swallow...

2B-2’s construction cost was estimated in the DEIS at \$61 million (2011 dollars). FOAA documents would suggest that this was nothing more than a guesstimate and a mathematical manipulation to get the Benefit to Cost ratio above 1.0.

The recent \$25 million grant “legitimizes” 18 years of lies and deceit; yes lies—an intentional falsification of the DEIS/FEIS construction cost to make the project appear

more affordable is born out in FOAA documents obtained by Eddington in 2013. Many predict that the connector will end up costing tens of millions more than the \$61 million and Maine taxpayers will end up with the bill, especially if this recent INFRA grant is the sole federal money that will be pumped into this project.

The Brewer City Council has unanimously resolved their opposition to 2B-2 at least three times since January of 2012. The City of Brewer, a major stakeholder in this project, has been kept in the dark and was kept out of the decision-making process.

And now with the \$25 million of federal funds added to this project, it is my opinion and my hope that this matter would be passed on to the State or Federal Inspector General to insure that this study and the monies spent to date and to be spent in the future are all above board and within state and federal regulations. I have written to the DOT IG twice, early on, and received nothing but a form letter in return.

I maintain a citizen's website <http://i395rt9hardlook.com/> that was developed in February 2014 using MaineDOT's own words. My website is built on facts gleaned from the original MaineDOT study website, FOAA documents and a lot of research—I stand by these facts and in fact since the DOT has deleted their own study website, my website is the only one available that has the history of this study.

I have been actively opposing this project since December 2011 and have written every state and federal legislator at one time or another, supplied input to the DEIS in 2012, given written and oral testimony at the JSC Transportation in support of LD 47 (legislation to remove 2B-2) in February 2015, provided written testimony to the STIP in September 2015, and given written and oral testimony at the BACTS meeting of March 2016; I have written to the Federal OIG several times, written to the FHWA NEPA point of contact at Washington Hdqs. and have even written the White House and the Maine State Auditor's Fraud Hotline—all my efforts were for naught—I have not received answers for the majority of the questions that I have asked, especially at the state level—the DOT feels no accountability to any private citizen or even my duly elected city officials.

So, here we are in 2018 with \$8.5 million set aside to complete the eminent domain activities and \$25 million for construction (half of what the DOT had expected with an 80/20 split).

Question: So what do we need when our government refuses to talk to us and include us in the decision making process?

Answer: We need to change that government; we need a new style of [REDACTED] that will actually listen to us and [REDACTED] a new style of DOT Commissioner that will actually come out and listen to impacted residents and their elected leaders and enlist them in the decision-making process. We desperately need to change the way the DOT interfaces with the public and make them accountable to all Maine citizens and not just a few...

I am apparently not the only one to notice how the DOT operates with no checks and balances: [Maine Revised Statute](#) says it all: Title 23: TRANSPORTATION | Part 1: STATE HIGHWAY LAW | Chapter 3: OFFICIALS AND THEIR DUTIES | Subchapter 1:

DEPARTMENT OF TRANSPORTATION §73. Transportation policy: “The people further find that the decisions of state agencies regarding transportation needs and facilities are often made in isolation, without sufficient comprehensive planning and opportunity for meaningful public input and guidance.”

What a sad state of affairs that this is how our DOT functions—and it’s almost treated as a joke. We can’t be squandering away our limited transportation funds on some engineer’s pet project. Maine’s civil servants and legislators must listen to those people they are sworn to serve—not ignore and marginalize at them every turn...

I would ask, if you become our next [REDACTED] [REDACTED] to terminate this project before any money can be spent on the construction phase—to ensure that this connector is built to the original purpose and needs criteria; if the connector is deemed necessary—build it correctly to the original study criteria and build it to connect to the east of Route 46. Alternative 2B-2 is not the answer.

Even as I write this email—the DOT has once again refused to have a conversation with all the stakeholders to discuss the merits of this project, following requests from a State Representative and a Federal Congressman. And—once again the DOT controls the conversation and feels no need to talk to us or my community leaders. DOT officials took an oath to serve us, yet we are the ones that appear to be doing the serving. All the City of Brewer ever wanted was a seat at the table...

I will be sending [REDACTED] these same facts.

I am available at any time to speak to you or your staff about this problem. And please, don’t hesitate to contact Brewer’s Mayor, City Manager, or the Brewer City Council if you doubt my/our veracity.

Please read these linked documents for further information:

[STIP Testimony LA](#)

[STIP Testimony GH](#)

[BACTS Testimony LA](#)

[BACTS Testimony SB](#)

[LD 47 Testimony LA](#)

[LD 47 Testimony GH](#)

[Substantive Questions](#)

If you can be that new style of [REDACTED] [REDACTED] that will actually serve the whole public and not just the well-connected, you will have my vote.

Again, congratulations and best wishes, Larry Adams

The DOT Commissioner responded: “why are they so upset”??

It was brought to my attention that when the DOT Commissioner was approached with complaints about the connector, his response was “why are they so upset—it’s just a two lane road.”



Well, I’ll tell you why many of us are so upset: 18 years of lies, deceit, the lack of any accountability to the public that state and federal officials are sworn to serve, the misappropriation of limited state and federal transportation dollars whilst the state cannot even afford to maintain our existing infrastructure when 13.3% of our bridges are rated as structurally deficient, and all the while, the Legislative JSC on Transportation operates more like an arm of the DOT instead of providing the much needed checks and balances under their legislative jurisdiction.

I am upset that I have addressed these issues multiple times to every possible state/federal official including an executive office of the WH and the OIG. Discourse via email or social media is our only available tool; legislators of both parties, state and federal representatives are as complicit in this failed process when they are given information that they choose to ignore instead of taking the necessary actions to obtain the truth—they have the authority to ensure that this project was studied in compliance with state and federal regulations, and to explain to the impacted communities why 2B-2 is the best solution for an expenditure of \$61 million dollars—why are all these people so reluctant to utilize their powers? Wouldn’t that \$61 million be better spent on Maine’s unmet transportation needs?

I have searched the internet and found numerous laws why a private citizen cannot commit fraud in a government document but the only federal law I have found that seems to bind government workers to the truth is more in line with finances such as [31 CFR § 0.208 Falsification of official records](#).

However—knowingly including false statements within the DEIS may not be in compliance with Maine Statute: [Title 17-A: MAINE CRIMINAL CODE| Part 2: SUBSTANTIVE OFFENSES| Chapter 19: FALSIFICATION IN OFFICIAL MATTERS| §456.Tampering with public records or information](#).

Title 17-A: MAINE CRIMINAL CODE

Part 2: SUBSTANTIVE OFFENSES

Chapter 19: FALSIFICATION IN OFFICIAL MATTERS

§457

§456. Tampering with public records or information

1. A person is guilty of tampering with public records or information if he:

A. Knowingly makes a false entry in, or false alteration of any record, document or thing belonging to, or received or kept by the government, or required by law to be kept by others for the information of the government; or [1975,c. 499, §1 (NEW).]

B. Presents or uses any record, document or thing knowing it to be false, and with intent that it be taken as a genuine part of information or records referred to in subsection 1, paragraph A; or [1975, c. 499, §1 (NEW).]

C. Intentionally destroys, conceals, removes or otherwise impairs the verity or availability of any such record, document or thing, knowing that he lacks authority to do so. [1975, c. 499, §1 (NEW).]

[1975, c. 499, §1 (NEW) .]

2. Tampering with public records or information is a Class D crime.

[1975, c. 499, §1 (NEW) .]

SECTION HISTORY

1975, c. 499, §1 (NEW).

What was falsified or knowingly tampered with? Let's start with how the Notice of Intent (NOI), an official federal government document, was parsed by FHWA officials to deceitfully change 2B-2's northern logical termini in January 2012—necessary to allow alternative 2B-2 to connect some 4.5 miles to the west of the study's original system linkage need of a Route 9 east of Route 46 connection. For the first decade of this study, the deliverable was a plan to extend I-395 in Brewer to Route 9 in Clifton (period). The NOI did not say “from the west to the east though Eddington” as a FHWA manager, confirmed by FOAA documents, would falsely contend.

How about the fact that the DEIS/FEIS includes an intentional falsification of 2B-2's construction cost @ \$61 million when FOAA documents would show that \$61 million is the cost of 2B-2 only when developed using rolling rural design criteria—not MaineDOT's interstate criteria as documented in the DEIS and the FEIS. The real cost of alternative 2B-2, when developed using interstate criteria per FOAA documents, was \$93.24 million in December 2011. The DEIS and the FEIS, documents used in the NEPA selection process, were written primarily as a sales promotion pamphlet, with only one thing in mind—sell 2B-2 by intentional falsification to make 2B-2 appear to be both reasonably priced and the most acceptable alternative of the study. How is it possible that design and cost can conflict in the same government document if it wasn't an intentional act to deceive?

How about the fact that FOAA documents indicate that the FHWA project manager (co-manager of the study) advised the MaineDOT project manager—in December 2011—that he doubted the veracity of the northern logical termini change to 4.5 miles west of the original east of Route 46 logical termini—and—he stated that the preferred alternative (2B-2) no longer met purpose and needs and any further comparison to any of the other 78 alternatives was an “apples to

oranges” comparison—his superiors silenced him, as we would find out later in an April 2013 email with the office of Senator Collins.

In my opinion this connector, in its current configuration, is nothing more than a North Brewer Bypass. Not only is it shortsighted to not bypass the 35 mph section of Route 9 that transits the village of East Eddington and the intersection of Route 9/46 in this same project, as the original study’s system linkage need decreed, it is a waste of our state’s critical transportation funds—it is also my contention that this project is a misappropriation of state and federal transportation funds as the study area did not receive the expected deliverable that paneled this study back in the year 2000.

I am upset that 15 points of high noise impact have been identified in the DEIS—noise suppression walls were first deemed reasonable, yet promptly denied due to cost. The failure of the DOT to recognize how their decisions affect impacted residents, and what we perceive is a total lack of compassion, is why many continue to push back. There is a twisted belief that even though many will be impacted by this connector—with no relief—we will still somehow benefit from the use of the connector and that is complete rubbish. Unless you live on the extreme ends of the connector, you may have to travel further just to gain access to the new connector than to transit as you always have through our existing roads. I would have to travel 4.4 miles further to get to the Route 9/46 intersection using 2B-2, and thus will never travel the connector—it is unreasonable to think that I somehow still benefit from it. The DOT should go out of their way to minimize the noise and visibility of this roadway to those that they impact—not hide behind some regulation that says they don’t have to. They seem to have no problem skirting regulations when it favors their ends.

The fact that 2B-2 was singled out—after 2B was soundly disparaged and removed from further consideration in January 2003 for serious

safety issues on the same identical section of Route 9 that 2B-2 utilizes—the fact that alternative 2B-2 remained in consideration when it didn't fit the parameters as spelled out in the October 2003 MaineDOT/FHWA Technical Memorandum—the fact that 2B-2 met only 20% (1 of 5) of the study purpose and needs in April 2009—and the absence of an honest comparison (apples to oranges) or reconsideration of 2B-2 in December 2011 to the other 45 alternatives that met the original system and linkage need of an east of Route 46 logical termini would seem to defeat the logic and fairness behind the NEPA process—the tenet that all alternatives should have been evaluated using the same criteria. That may lead one to believe that the real reason behind the 2B-2 selection was more likely a demand from a few well-connected individuals in the area, a desire to push the first preferred alternative (3EIK-2) out of their community—and that upsets many.

A recent request to the MaineDOT, from two republican members of our legislative delegation, to temporarily place a pause on the project to debate the merits of alternative 2B-2 was soundly denied by the DOT Commissioner at a highly partisan meeting. 2B-2 has somehow become a partisanship litmus test; politics should have never made its way into a transportation project—that is upsetting.

It has been said that the upcoming public meeting is nothing but a check-in-the-box and a waste of time and energy. I would offer that the whole last 18 years has been a check-in-the-box, a process with a predetermined outcome under the guise of public participation—and that is truly upsetting, a terrible waste of a lot of time and effort from the many of us that voluntarily worked within the process—let alone the millions of dollars MaineDOT/FHWA wasted on the study.

So—that's just a little glimpse of why many of us are so upset...

Design is underway for the Route 9/I-395 Connector!

A preliminary public meeting with project updates will be held at 6:00 p.m. on June 27, 2018 at the Eddington Elementary School (440 Main Road).

Detailed topographic survey for the entire length and width of the project began in the fall of 2016. This survey was performed using a combination of aerial photogrammetry with LIDAR data collection as well as traditional ground survey for accurately determining the locations of important items like edges of streams and property boundary markers.

The data from the topographic surveys has been used in developing the best horizontal and vertical alignment of the new two-lane highway within the approved 200-foot-wide planning corridor. Geotechnical explorations and analysis are also being performed to aid in the foundation design for bridges and large culverts that are part of the project. All of this work will continue to require coordination between project managers, highway engineers, bridge engineers, geotechnical engineers, utility coordinators and environmental specialists.

Some property purchases and relocations have occurred or are underway for certain properties. Most properties affected by the project will require much more detailed design work to be completed so that impacts to the parcels can be properly assessed.

<http://www.maine.gov/mdot/projects/I395rt9connector/>

Don't want to hear it—don't want to see it!!

The MaineDOT and the FHWA have identified 15 properties of impact due to high noise levels from this connector and here's their plan to mitigate your impact:

- “Noise barriers were determined to be feasible but not reasonable and therefore will not be constructed.” Draft Environment Impact Statement
- “No barrier evaluated was determined to be reasonable because all options considered exceeded the \$31,000 per benefited residence criteria.” Record of Decision

The failure of the MaineDOT and the FHWA to recognize how their decisions affect impacted residents and what we perceive as a total lack of compassion—is why many continue to push back. There is a twisted belief that even though many of us will be impacted by this connector—at no fault of our own, with zero compensation to make up for the loss of value in our home and the subsequent loss in tax revenues to our community—we will still somehow benefit from the use of the connector and that is complete rubbish. Unless you live on the extreme ends of this connector, you may have to travel further just to gain access to the new connector than to transit as you always have through our existing roads. I would have to travel an extra 4.4 miles to get to the Route 9/46 intersection using 2B-2, and thus will never get any use out of the connector—it is unreasonable to think that I somehow still benefit from it. The DOT should go out of their way to minimize the noise and visibility of this roadway to those that they impact—not hide behind some regulation that says they don't have to.

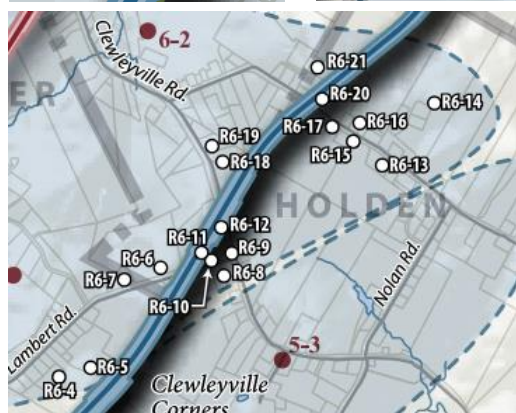
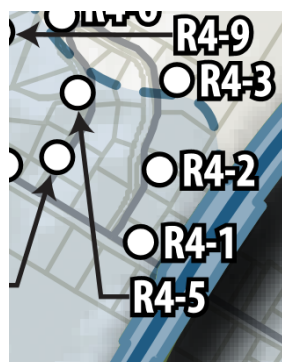
- Our state and federal transportation professionals seem to have no problem skirting regulations when it favors their ends.

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)

[Draft Environmental Impact Statement Pages 114 to 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

Green = Impacts based on noise level of 66 dBA or greater; values > 66 dBA shown for existing conditions and No-Build Alternative for informational purposes.

Red = 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 feasible 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

A [data dump](#) the day before the June 26th meeting:

No matter how the MaineDOT spins it, alternative 2B-2 does not and never will satisfy the original study purpose and needs, specifically the study's decade-long system linkage need of a Route 9 connection to the east of Route 46.

And, to pretend that 2B-2 somehow magically completes the East/West Highway thru Maine is absurd; 18 wheelers will still be forced to transit the 35 mph section of Route 9 that includes the Village of East Eddington and the intersection of Routes 9 and 46. How safe is that? That same identical section of Route 9 would have been bypassed by any of the 45 of 79 studied alternatives that actually satisfied the original study system linkage need (northern logical termini) of an east of Route 46 connection. How shortsighted is that?

Wouldn't 2B-2's \$79.25 million cost be better spent on Maine's unmet transportation needs?



By Morgan Sturdivant | Posted: Mon 7:57 PM, Jun 25, 2018 | Updated: Tue 12:08 AM, Jun 26, 2018



AUGUSTA, Maine (WABI) - Governor LePage has decided not to sign off on the sale of more than \$100 million in voter approved bonds that were set to fund things like infrastructure improvements.

We spoke to State Treasurer Terry Hayes Monday who says the sale of the bonds to two bidders has been cancelled.

She says this is the first time something like this has happened.

Hayes says there are many issues with LePage's failure to sign off on the sale of these bonds including the cost of bonds in the future, Maine's reputation, and the loss of many jobs for Mainers.

The governor's office did release a statement saying due to his concerns about excessive eleventh-hour legislative spending, LePage asked for additional time to review the current bond offering and Hayes declined to provide additional time or to reschedule the bond closing.



"On Thursday, I met with legislative leaders and then I met with the governor Thursday afternoon and he told me himself he was not going to sign them. I had them with me. I was hoping I would be persuasive so that he would do so. He did not. I consulted with my lawyer and we were able to get another 24 hours," said Hayes.

The governor's office says state government will use existing resources to fund key priorities like maintaining and improving infrastructure.

Hayes says she hopes the bonds can be sold in the future, and it's important because the state also needs to pay back the more than 54-million dollars it essentially borrowed from itself which was authorized by LePage.

You do realize that another \$100 million transportation bond will on the ballot in November for CY 2020? The DOT cries every year that they have no money and desperately needs the bonding—yet our governor decides to stomp his feet and hold his breath on selling the bond approved last November. Maybe if voters thought twice before approving bonds and maybe if our state wasn't spending \$79.25 million on such a controversial project as the I-395/Route 9 Connector (2B-2) they could afford to repair our existing infrastructure within the normal budgetary process. Bonds are not free...

I-395 and Route 9 connector plan unveiled Wednesday

Connector between I-395 and Rt. 9 will be unveiled Wednesday



By Wayne Harvey | Posted: Tue 3:01 PM, Jun 26, 2019 | Updated: Tue 3:13 PM, Jun 26, 2019



BREWER, Maine (WABI) - In 1998, the state of Maine started looking at extending I-395 from Brewer to connect with Route 9 to help with the transportation of goods and services from the Canadian Maritimes.

20 years later, that plan is in place and construction is set to begin as early as next fall.

There's a meeting about the plan for the connector tomorrow night in Eddington, but some are still holding out hope the new roadway will not be going through their backyard.

Lisa Sturgeon of Brewer

"Show up and be ready to speak and just say you're not in favor of this. And then I really hope that they listen and really consider going back to one of the alternate routes."

But according to DOT officials, the route can't really be changed. Studies are done, reviews are completed, and now plans are in place.

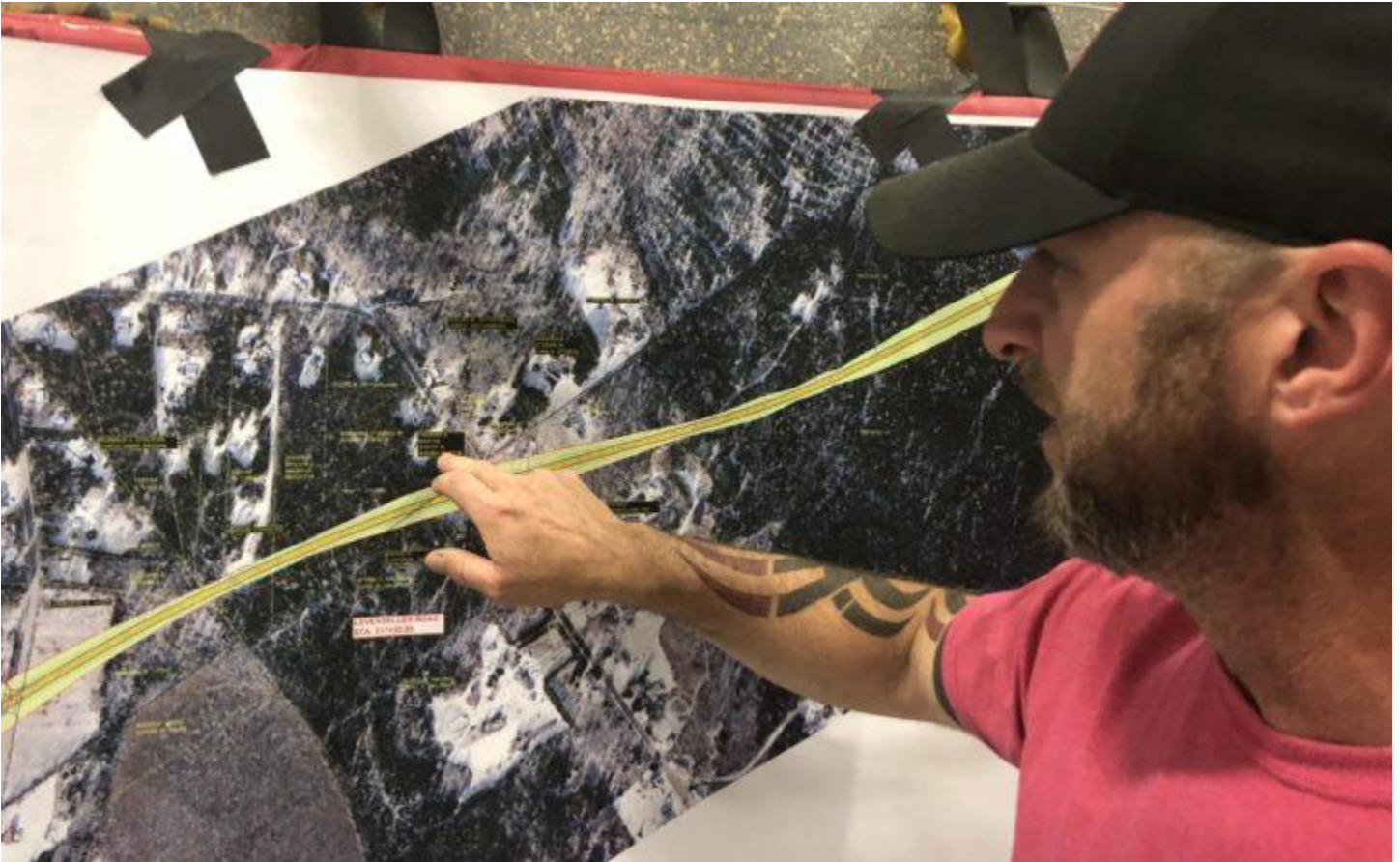
Scott Rollins, Assistant Director of Bureau of Planning for Maine DOT

"This went from a planning study to our folks in project development to start actually developing the project, so this is really the only alignment, the only project which can be built after that initial review of multiple reviews and looking at many different facets of the environment."



[Click here to view the complete report and video.](#)

Residents pack MDOT meeting to question I-395 extension plan



Callie Ferguson | BDN

Eddington property owner Troy Stubbs points out where the proposed two-lane road that will link Interstate 395 in Brewer with Route 9 in Eddington is slated to cut through his property on a map displayed at a June 27 public hearing.

By [Callie Ferguson](#), BDN Staff • June 28, 2018 1:00 am | Updated: June 28, 2018 6:09 am

State officials on Wednesday unveiled a preliminary design and timeline for a controversial six-mile Interstate 395 connector road from Brewer to Eddington, sketching a rough outline that did little to appease local residents who overwhelmingly oppose the project.

More than 100 Brewer, Holden, and Eddington residents and officials packed into the gym of the Eddington Elementary Wednesday night, at what a Maine Department of Transportation official said was a public meeting to go over the preliminary design for the two-lane road that will link I-395 in Brewer to Route 9 in Eddington.

As people entered the gym, many crowded around an enlarged aerial photograph of the three towns that was plastered to the wall, showing where the path would cut from Brewer to Eddington, along the Holden-Brewer town line.

“The biggest thing I want you to walk away with from tonight is what this plan is not,” said Luther Yonce, a DOT property officer, when the meeting started.

He referred to the superimposed lines on the photography where the proposed road sliced through many of their properties. He called that the “worst case scenario” — or the route the road would generally take, but wouldn’t be finalized until surveyors completed design work that is slated to wrap up during the summer of 2019. That work began a year ago, when MDOT announced a [three-year, \\$7.25 million plan to begin construction](#).

The project is estimated to cost \$79 million, a number that climbed from a previous \$61 million estimate. The federal government will shoulder 80 percent of the cost, with the state paying 20 percent.

“At this point, the biggest thing is, I can’t answer a lot of impact questions tonight because the design is not completed,” he said.

But that didn’t seem to matter to the majority of the crowd, which largely opposed the project.

“What do you plan to give back to us after you take back our taxes to build this monstrosity?” said Rusty Gagnon, a local resident and chair of the RSU 63 school board.

She was one of several people to complain that the proposed highway cut through their neighborhoods — potentially devaluing their properties and disrupting their peaceful backyards — and to question the need to build the road in the first place. The construction will affect about 60 property owners and displace 8 homeowners, and require gaining the right of way to nearly 200 acres. Property owners will be compensated at market value, officials said Wednesday.

Project advocates say it will alleviate heavy truck traffic on Route 46 and Route 1A, streamlining a route to the Canadian border and reducing congestion that most agree has made some local roads unsafe. Starting on Wilson Street in Brewer, it will cut along the Brewer-Holden town line and meet Route 9 in Eddington.

On Wednesday, DOT officials outlined a potential timeline of construction, which is slated to be complete in 2025.

After the design work wraps up midway through 2019, impact on properties will be determined the following spring, officials said. The project will likely go out to bid by the fall of 2021. Some construction could start then, but likely will begin full-fledged in the following years.

While some residents came out on Wednesday to repeat their dissatisfaction with the road, many agreed with officials that trucks making their way along local roads cause dangerous congestion. One farmer who lives along Route 46 praised the project for its potential to safen the roads.

But the majority reiterated that the road would mostly benefit people passing through their towns, not the people who lived there.

Feeding their frustration, many town residents and officials said they have felt left out of the loop. Earlier this month, 2nd District U.S. Rep. Bruce Poliquin announced the project had [secured \\$25 million](#) in federal grant money — news that again took local officials by surprise.

“I’m just upset that they haven’t been answering my questions,” said Eddington resident Troy Stubbs. Surveyors had staked portions of his property over the last year, but he wasn’t sure what that meant — was it the centerline of the road, or the edge of it?

Either way, he said, “I’m going to live next to a highway, listening to 18 wheelers instead of the deer passing by, and birds chirping.”

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Official maps as of 6.27.2018 from the MaineDOT:

Map #1

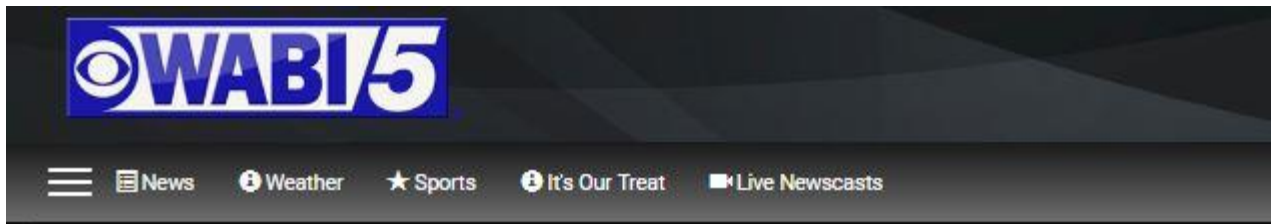


[Click here for Map #1:](#)

Map #2



[Click here for Map #2:](#)



UP TO **36 MONTHS** *Special* FINANCING AVAILABLE



MDOT updates public on Route 9 Connector plans

After nearly two decades of planning the I395 and Route 9 Connector is going to be built.

[Click here to view Channel 5 report:](#)

Thursday, 28 June 2018 18:02

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Controversial I-395/Route 9 connector gets permits Featured

Written by [Nit-Noi Ricker](#)



BREWER - A controversial highway that will connect Interstate-395 in Brewer with Route 9 in Eddington is a go, and there is little city leaders or area residents can do now except to wait for the constructions crews to arrive.

[Click here to view Channel 7/22 News:](#)

Definition of boondoggle:
“work or activity that is wasteful or pointless but gives the appearance of having value”

Congratulations to our friends at the MaineDOT, the FHWA and the ACOE for resurrecting an alternative (2B) removed from consideration in January 2003 because *“traffic congestion and conflicting vehicle movements on this section of Route 9 would substantially increase the potential for new safety concerns and hazards...the lack of existing access controls and the inability to effectively manage access along this section of Route 9, and the number of left turns, contribute to the poor LOS [level of service] and safety concerns.”* [Oct 2003 Technical Memorandum](#)

That unsafe alternative (2B) was repackaged as 2B-2 and back in consideration at the insistence of the ACOE in September 2003—against the wishes of the MaineDOT and the FHWA, and against [guidelines](#) that eliminated alternatives from the study that did not connect on Route 9 east of Route 46.

2B-2 met only 20% of the five study purpose and needs in [April of 2009](#) at the final PAC meeting—the MaineDOT and FHWA would persevere—by September 2010, 2B-2 was on its way to become the second preferred alternative of this study.

FHWA finalized this boondoggle in their June 2016 [ROD](#). That same alternative (2B) removed from consideration for reasons of *“the potential for new safety concerns and hazards”* will open to traffic by September of 2024 at a cost of \$79.25 million—a shocking 15 yearlong transformation!!!