

How will MaineDOT implement the [long-term needs of 2B-2](#)?

“...the system linkage need and need for a limited access facility should be considered a long-term need...system linkage need remains a valid need for this study.” September 21, 2010

Only two options appear viable to satisfy 2B-2’s long-term needs:

1. When the long-term needs kick in on January 1, 2040: construct a 5.0-6.0 mile bypass from 2B-2’s Route 9 connection point direct to Route 9—east of Route 46—at the Clifton/Eddington corporate border—as was the intent of the decade-long original system linkage need, the decade-long need for a limited-access facility, and the Notice of Intent to improve traffic from Brewer (I-395) to Clifton (Rte. 9).

Spending \$Tens of millions more in 2040 for a bypass of the same 4.2 miles of Route 9 that any of the 79+ studied alternatives meeting the original System Linkage Need intentionally bypassed is a complete waste of scarce \$transportation dollars and exhibits bureaucracy at its finest...

2. When the long-term needs kick in on January 1, 2040: remove all local access (remember those 10 roads and 148 access points?) from the 4.2 mile segment of Route 9 which is 40.8% of the overall 10.3 mile length of 2B-2 alternative. This would require parallel local roads, added extra lanes, possibly land-locking some residents and the complete decimation of the Town of Eddington as we know it—cutting the Town of Eddington in half!
- What are 2B-2’s long-term plans and how will the state pay for it?
 - Why are long-term plans conveniently missing from the DEIS/FEIS? Any of the 79 studied alternatives meeting the original system linkage needs did not necessitate the same long-term needs as 2B-2. This problem exists only because of the ill-conceived selection of an alternative not meeting Purpose and Needs at the onset. These long-term needs were avoidable by selecting an alternative meeting purpose and needs from the onset.
 - Whether a direct or indirect impact, 2B-2’s long-term cost should be part of the total FEIS-cost. 2B-2 may easily become the most expensive of the 79 studied alternatives, not be as reasonably priced as MaineDOT likes to present, when the total of near-term plus long-term costs are considered.