

Thursday, Sept. 24, 2015: Oil export ban, Ex-Im bank, I-395 connector route

## Wrong route for I-395 connector

The advantage of living in the information age is easy access to old information, such as the Maine Department of Transportation's previous rationale regarding the [I-395 connector](#) when it eliminated an identical alternative (2B) from further consideration 12 years ago. Then, the department said: "Traffic congestion and conflicting vehicle movements on this section of Route 9 would substantially increase the potential for new safety concerns and hazards ... would inadequately address the system linkage and traffic congestion needs." It continued: "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 ... would negatively affect people living along Route 9 in the study area ... would severely impact local communities along Route 9 between proposed alternative connection points and Route 46."

How an alternative deemed completely unacceptable in 2003 would suddenly and magically become completely acceptable in 2015 for an expenditure of \$61 million in scarce transportation dollars is mind boggling at best. It seems the negative impacts to the people that live on or near this ill-conceived alternative are no longer considered substantive impacts.

After spending \$2.75 million studying 79 plus alternatives over 15 years, an alternative (2B-2) that does not satisfy the study's original purpose and needs and was removed from further consideration 12 years ago by state and federal professionals, is now the preferred alternative for the I-395/Route 9 connector?

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