

Proposed Letter to the Editor

Kudos—well done!!

Congratulations to the MaineDOT, FHWA, ACOE and all the other state and federal agencies that brought back to life an alternative removed from further consideration in January 2003 because: “This alternative [2B]...would fail to adequately address the traffic congestion needs in the study area...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.”

Town of Holden officials repackaged 2B, presenting 2B-2 to the ACOE in September 2003, outside of the established alternative selection process, without support from the MaineDOT or the FHWA, and against the study’s February 2002 guidelines eliminating alternatives that did not provide a connection of Route 9 east of Route 46.

2B-2 met only 20% of the five study purpose and needs in April 2009 at the final PAC meeting. The study continued for another 32 months, while the impacted communities were intentionally kept in the dark, before discovering 2B-2 had replaced the first preferred alternative (3EIK-2) of this study. 2B-2 was signed, sealed and delivered via the June 2016 FHWA Record of Decision.

An alternative removed from further consideration for reasons of “the potential for new safety concerns and hazards” will be opened to traffic by September of 2024 at a cost of \$79.25 million—a shocking 15 year-long transformation—full stop.

Larry Adams | 7.06.2018