

The first phase of the I-395/Route 9 Connector Project:

The \$13.5 million replacement of the Wilson Street/I-395 Bridge, the 1st phase of the \$100 million I-395/Rte. 9 connector necessitated by the dubious selection of 2B-2 as the preferred alternative, is scheduled for a May 6th bid. Cancelled last spring when it cost \$11.9 million, it is estimated now to cost \$1.6 million more...

It's fiscally irresponsible to spend \$13.5 million of our state's limited transportation dollars to demolish a [good/good/satisfactory](#) rated bridge when the annual shortfall has ballooned to -\$232 million and 142 projects had to be cancelled. Now the gas tax revenue shortfall is \$74 million over the next six months!!



45 of the 79 (57%) studied routes—NOT 2B-2—met the original system linkage need that mandated a [Route 9 EAST of Route 46](#) connection. 2B-2 connects to Route 9 [4.2 miles WEST](#) of that specific system linkage need connection point requiring the \$13.5 million replacement of bridge #1564. 45 other routes did not!!

- [Bridge #1564 was built in 1984](#) and is a relatively new bridge at 35 when compared to the average age of Maine's bridges at 52+ years old.
- Maine's overall infrastructure—[4th worst in the nation](#) (CNBC).
- 14% of our bridges are rated structurally deficient—[7th worst in the nation](#).
- 43% of our roads are in poor/ mediocre condition—[9th worst in the nation](#).
- Driving on roads in need of repair [costs every Maine motorist \\$529 a year](#).