

Topic	Stakeholder Comment	MaineDOT Response
Environmental	<p>Are you planning on implementing roadkill mitigation infrastructure? We already have a big problem with dead wildlife along route 1A. Wildlife bridges would be highly effective and installing one would shoe us to be a pioneer in conservation as only a few other states have built these. Is there a chance for that?  <a href="https://api.nationalgeographic.com/distribution/public/amp/animals/2019/04/wildlife-overpasses-underpasses-make-animals-people-safer">https://api.nationalgeographic.com/distribution/public/amp/animals/2019/04/wildlife-overpasses-underpasses-make-animals-people-safer</a></p>	<p>Thank you for your comment. We are putting in 2 wildlife crossing structures on this project as well as making our stream crossing structures accessible for wildlife crossing.</p>
Environmental, Noise , Other	<p>I will email my comments directly to the project manager; 20 years cannot be contained within 4000 characters.</p>	
Environmental, Noise , Property Owner/Right of Way	<p>Has the comparison between a bridge from Hogan Rd to Route 9 been reviewed. This seems like the least amount of impact on environment and people.</p>	<p>First, it's not within the study area. It doesn't meet purpose and need. The purposes of the I-395/Route 9 Transportation Study are to (1) identify a section of the NHS in Maine from I-395 in Brewer to Route 9 in Eddington, consistent with the current American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets; (2) improve regional system linkage; (3) improve safety on Routes 1A and 46; and (4) improve the current and future flow of traffic and the shipment of goods to the Interstate system. 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. Putting the link to the interstate way up off from Hogan Road would not capture those vehicles coming to and going from the South.</p>
Environmental, Noise , Property Owner/Right of Way	<p>Thank you for your response. I understand the study area is from the end of 395 to Route 9, but with current trucks going down Route 9 instead of 46 and getting onto 395 at South Main St, I figured a little glance at doing a bridge and connecting to 95 would be easier. Trucks are going to take the path of least resistance, if a bridge was built connecting Hogan Rd and Route 9 this would be a lot easier path than the current 395 to 1A to 46 or 395 to Route 9 and through Brewer. The impact on people and environment will be less with a bridge then the current plan.</p>	<p>No response requested.</p>
Environmental, Noise , Property Owner/Right of Way	<p>I just purchased a home on Brian Dr with the understanding that the proposed connector would be on the other side of Sylvan at minimum. Now it's going to be practically around the corner. Not looking forward to 3 years of construction noise, extensive detours and disturbance of the natural beauty of this area. I can only hope that the eventual traffic noise is minimal.</p>	<p>No response requested.</p>
Environmental, Noise , Property Owner/Right of Way	<p>Since this project is a 'done deal' I am unsure why we are being asked our opinions now, nearly 20 years after this began. Feels kind of like all the time we wasted at the PAC meetings years ago. No one cared what we had to say then and I'm sure no one cares what we have to say now. Most people think we are NIMBYs and sure, this is true. Would you want it behind your home? So lets look at this another way. There is no more mill in Bucksport so this route is currently unnecessary. This road will not benefit Maine in any way and this particular route never met the full criteria of this project! The project has disrupted our emotional lives for YEARS and soon will disrupt our lives with construction and noise. Our property values have already gone down. So, with all of that in mind, we would wish to see something helpful - for us. A sound barrier, a fence, something so we don't have to look at it and hear it on a daily basis. We moved to this neighborhood for a reason, it's close to town, it's a lovely neighborhood and very, very quiet. I am also not sure what will happen to all the wildlife. We have deer, bear, moose, lynx, skunks raccoons to mention a few. We anticipate a lot of dead animals on this road not to mention motorists speeding and causing a fair share of accidents.</p>	<p>Thank you for your comments. There will be two specific wildlife crossings as well as a number of stream crossings that accommodate wildlife. Noise levels were addressed in the Final Environmental Impact Statement which can be found at the following link <a href="https://www.maine.gov/mdot/projects/i395rt9connector/materials/">https://www.maine.gov/mdot/projects/i395rt9connector/materials/</a></p>
Environmental, Other, Property Owner/Right of Way	<p>We are concerned about our well water and blasting during this process.</p>	<p>Good Morning. We will be sending out letters requesting to sample your well before the project begins likely next spring/summer and you will be sent a copy of the test report. If something happens to your well related to the construction of this project, we have to investigate the problem and come up with a solution. Thanks.</p>

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Environmental, Other, Property Owner/Right of Way	I have been a Brewer resident, living close to this proposed project for over 20 years. For years the proposed route of 3EIK-2 was the working model, and then that switched unbeknownst to City officials and local residents. The "re-selected" 2B2 did not meet any of the original study needs, but did create safety concerns (as stated in PAC Meeting April 15, 2009). From this change, it appears that this project has been full steam ahead regardless of local government and business community consideration. Furthermore, the price tag being associated by this wetland/wildlife concentrated route is fiscally irresponsible when many other state roads, highways, and bridges are in need of major repair. With the current economic situation inflicted due to COVID-19, less tourism and travel to our state not only does this project negatively impact locals by missing the mark of the original (now nearly 20 years) need, but cost of this negatively will impact the entire state and future generations that have to pay it. Last year when an independent study was requested to see if the need of the project was still valid, residents were basically told \$2million was already spent and the project needs to proceed regardless. This project has raised more questions than has given answers both in validity of the original study and with the communities directly impacted by this route. I would like to know (and see) the data that caused the route to shift from 3-EIK-2 to 2B2, and know why aside from updates to the Wilson Street bridge this project generates an ROI that matches its cost?	Your questions are addressed in the Final Environmental Impact Statement which can be found at the following link <a href="https://www.maine.gov/mdot/projects/1395rt9connector/materials/">https://www.maine.gov/mdot/projects/1395rt9connector/materials/</a>
Freight, Other	GLAD TO SEE THE PROJECT IS BEING DONE. CAN'T WAIT TO USE IT. IT WILL MAKE RT.46 MUCH SAFER TO TRAVEL ALSO. GONNA BE NICE TO GET TO BREWER SO MUCH FASTER.	No response requested.
Noise	information on start date	No response requested.
Noise , Other	This has been hanging over our heads for years. It has caused neighbors to sell, and I feel it will devalue my house. The noise of the construction, then the ensuing noise of the trucks is a big issue for me.	No response requested.
Noise , Other, Property Owner/Right of Way	I am concerned about the increased amount of traffic, how much land you're taking people on route nine in Eddington, how long the whole construction project will take and if there will be A traffic light to exit or enter rt 9	No response requested.
None provided.	please email me future notices,	No response requested.
None provided.	Good morning - I have a few questions on the connector: 1. The 395-1A bridge bid has been awarded. When will it start? 2. Not all land and buildings have been purchased. When will this be finished? 3. When will the connector project go out for bid? 4. How many bridges or overpasses will there be within the connector? Thank you for any information you can give me. I have another question... the 2 wildlife crossings - would these be tunnels like was built on the Gorham bypass?	Good morning Thank you for your feedback. I have embedded answers to your questions below.
None provided.	<Good morning! Just thought of another question....once the connector is finished and open, can Rt. 46 be posted to 33,000 GVW?	Good afternoon No it cannot because no state road can be posted..... see Ch 104" Rule here: <a href="https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.maine.gov%2Fsos%2Fcec%2Frules%2F17%2Fchaps17.htm&amp;data=02%7C01%7CLaurie.Rowe%40maine.gov%7C1502960530574e5d25d208d82e593877%7C413fa8ab207d4b629bcdea1a8f2f864e%7C0%7C0%7C637310308017226132&amp;sdata=EQGHe4XMdJn8GiGh6bFNP4T4kpAcj6H2SWI7ffhIOI%3D&amp;reserved=0">https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.maine.gov%2Fsos%2Fcec%2Frules%2F17%2Fchaps17.htm&amp;data=02%7C01%7CLaurie.Rowe%40maine.gov%7C1502960530574e5d25d208d82e593877%7C413fa8ab207d4b629bcdea1a8f2f864e%7C0%7C0%7C637310308017226132&amp;sdata=EQGHe4XMdJn8GiGh6bFNP4T4kpAcj6H2SWI7ffhIOI%3D&amp;reserved=0</a> Thanks Rhobe
Other	This started at \$61 million and now is \$104 million. How can this be justified especially in the fiscal climate we are in now?	Economic growth is an important consideration in these times. The new connector will provide a regional solution to congestion, connectivity, mobility, and safety problems. The greater Bangor/Brewer area is the economic and employment center for the north central region of the state. It's also a hub for the movement of goods because of its proximity to the interstate highway system and Canadian markets. The Department has been successful in securing additional Federal funds to help offset the increased cost.
Other	I am confused in that this route only met 3 of the 9 DOT criteria. The Ring Route was the one that met the original guidelines set by the DOT. Why the change?	<a href="https://www.maine.gov/mdot/projects/1395rt9connector/materials/">Please see the Final Environmental Impact Statement which can be found at the following link https://www.maine.gov/mdot/projects/1395rt9connector/materials/</a> .
Other	Thank you all for your hard work on making this project come to fruition. Getting the latge trucks off from Route 46 will make the area much safer for the kids at Holbrook middleschool.	No response requested.

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Other	<p>i continue to be stunned that this project is still happening. Plans are being developed based on traffic data gathered over twenty years ago that do not reflect current traffic conditions. Commercial and non commercial traffic from Canada has decreased dramatically in the last several years. I religiously attended meeting regarding this proposal for over 10 years. At the conclusion of those meetings, the proposed route was a diagonal 4 lane road from RT 1 to RT 46/RT 9 intersection. That route would have required only ONE property to be acquired, no bridges or overpasses and alleviated traffic on RT 9, 46 and 1. The scope of work was changed to eliminate safety concerns on RT 9 in order for this new configuration to work. The whole process smells rotten. More importantly the project is akin to Alaska's then Governor Pallin's rejection of [quote]a bridge to no where[quote]. It is based on outdated data, disrupts the lives of 100s of people, cost more than \$20 million dollars than originally estimated and will be obsolete before it is completed. Al lof this to cut travel time from RT 9 to RT 1 by 10 minutes! Other than being a traffic engineer's design dream it has no positive redemption.</p>	<p>Response requested by phone.</p>
Other	<p>I wish your maps showed homes that are in the path of destruction. 50+ homes negatively impacted is serious.</p>	<p>Response requested by phone.</p>
Other	<p>Why do you require a 200 foot right of way? The 2 lane road is only 40 ft wide.</p>	<p>Response requested by phone.</p>
Other	<p>What a waste, bigger traffic problems not far away that are ignored</p>	<p>No response requested.</p>
Property Owner/Right of Way	<p>09272016 you sent requests for home/landowners to do your research. In said letter you asked for permission to be on our property, we said no, call so we can be available. NEVER heard from your PM again. We would like to know what exactly you're doing with our 2 acres slated to be involved. COMMUNICATION would be nice</p>	<p>Those requests from 2016 were for exploratory drilling. Now that we are close to determining our final impacts, we will be beginning our right of way process. You will be contacted by our appraisers. Timeframe most likely next spring.</p>
Property Owner/Right of Way	<p>HOW MANY MORE YEARS WILL PROPERTY OWNERS HAVE TO WAIT FOR YOU TO TAKE WHAT YOUR TAKING??? ANY HOW MUCH OF THE PROPERTY ARE YOU TAKE?</p>	<p>We are starting the right of way process. Affected property owners will be contact by our appraisers as soon as the right of way impacts have been determined. Likely timeline spring of 2021.</p>
Property Owner/Right of Way	<p>Will you be using my lot adjacent to the Levenseller road intersection?</p>	<p>Hi David. Can you please provide us with more details about where your lot is located. Thanks.</p>
Property Owner/Right of Way	<p>It's a lot that was cleared out in 2014 and is straight across from Lakeman lane.</p>	<p>I have written on the screenshot below on my thought of where your property is, please confirm.</p>
Property Owner/Right of Way	<p>That is not it, it is the property directly across From Lakeman lane to the other side of Levenseller. The registration number to the lot is Book/3545 page 134.</p>	<p>I'm sorry, I'm confused as to where your property is. Can you please mark it on the attached below aerial Screen shot and send it back. Thank you.</p>
Property Owner/Right of Way	<p>totally in favor of the project to make better and easier access to Bangor and Brewer</p>	<p>No response requested.</p>
Property Owner/Right of Way	<p>I look forward to a successful completion of this project</p>	<p>No response requested.</p>
Property Owner/Right of Way	<p>When will DOT be contacting me regarding my land? I want to know if they are purchasing the whole lot or will I have access to the other side. The only contact has been if they can have access to do what they have to do - not answer any questions. In the meantime I'm left with a tax bill I need to pay by Sept and having no idea what i can do with my land up back. This is a total waste of money - as we all know this was started 20+ years ago when the mills were going strong. The mills are now closed and therefore this is totally not needed! Now we are doing it mainly for Canadian truckers and losing our beautiful forest, privacy and way of life.</p>	<p>As indicated in the presentation, we are progressing with deed and title research and plotting those on the plans. You should be hearing something from our appraiser next spring.</p>
Property Owner/Right of Way	<p>We are in favor of this project as we live on Rte. 46, which is not suited to heavy traffic, especially big trucks. It is difficult to grasp exactly how the addition of ramps on 1A will work.</p>	<p>No response requested.</p>