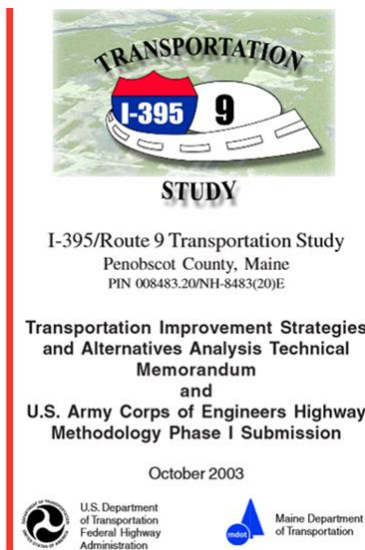


Does 2B-2 meet safety concern and traffic congestion needs?

MaineDOT's "hard look at Route 9" epiphany was based solely on: "[Route 9 having sufficient capacity for the next 20 years](#)". Decade-long criteria was questionably altered to enable a deficient alternative that only '[partially satisfies](#)' the system linkage need to satisfy that need '[in the near-term](#)'.

- 2B-2 does not meet safety concerns and traffic congestion needs:



- "This alternative would not be practicable because it would fail to meet the system linkage need, and **would fail to adequately address the traffic congestion needs** in the study area." (page ii)
- "Alternative 2B would use approximately 5 miles of Route 9. **Traffic congestion and conflicting vehicle movements on this section of Route 9 would substantially increase the potential for new safety concerns and hazards.**" (page ii)
- "Additionally, this alternative would result in: Substantially greater proximity impacts (residences within 500 feet of the proposed roadway) in comparison to Alternative 3EIK-2 (200 residences v. 12 residences)." (page ii)
- "Alternative 2B was dismissed prior to PAC Meeting #16 on January 15, 2003 because it would **inadequately address the system linkage and traffic congestion needs.**" (page 20)

- "This alternative would not be practicable because it would fail to meet the system linkage need of providing a limited access connection between I-395 and Route 9 east of Route 46." (pg20)
- "**Limited opportunities exist to control access management on this section of Route 9 from local roads and driveways.** There are ten local roads and 148 existing drives or access points to undeveloped lots. Assuming 10 trip ends per drive and an equal number of left and right turns, **Alternative 2B's ability to satisfy the system linkage and traffic congestions needs is questionable.** There are several hundred acres that can be developed along this section of Route 9. Additionally, 200 buildings (residential and commercial) would be located in proximity (within 500 feet) of the proposed roadway." (pg20)
- "**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 and safety concerns, and the inability of Alternative 2B to satisfy the system linkage purpose and need effectively.**" (LOS stands for Level of Service) (pg21)

Deferring the system linkage need 20 years following the commissioning of 2B-2—based solely on traffic capacity—does nothing to negate the existing 148 access points and 10 local roads on 4.2 miles of the new 2B-2 alternative (aka Route 9). Deferring the system linkage need for 20 years—exacerbates—the above safety issues identified in the [Oct2003 Technical Memorandum](#) that removed 2B from further consideration in Jan 2003.



2B-2 does not satisfy the Study Safety Concern Needs.

2B-2 does not satisfy the Study Traffic Congestion Needs.