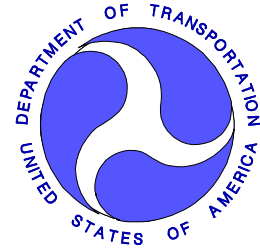


Maine Department of Transportation
I-395 / Route 9 Transportation Study
January 17, 2001
Public Advisory Committee Meeting



Contact Susanna Liller at 1-800-370-2458, extension 112
Meeting Minutes

Wednesday, January 17
Holbrook School
6:00-9:00 pm
PAC Meeting #4

Public Advisory Committee (PAC):

Allan Bromley
Rick Bronson
Rodney Buswell
Ellen Campbell
Manley DeBeck, Jr.
Sandi Duchesne
Margaret Harrow
Linda Johns
Scott A. Leach
Stan Moses
Melody Knadler
Charles Plummer
Roger Raymond
Jim Ring
Al Skolfield

Not in attendance:

Joseph Baldacci
Joan Brooks
Keith Guttormsen
Peter Waas
Ed Harrow

Study Team:

Richard Bostwick
Mari Costanzo
Michael Davies
Raymond Faucher
Susanna Liller
Dale Mayo
William Plumpton
Redington Robbins

Not in attendance:

Andrew Bickmore
Terry Blair, Sr.
Bill Coombs
Dale Doughty
Philip A. Dunn
Bill Leet
Fred Michaud
Jim Linker

Susanna Liller welcomed everyone and asked the public to hold questions and comments for the last 15 minutes of the meeting. She offered people food and said there would be a break around 7:30 given the length of the evening's meeting. Susanna asked if everyone had received the minutes. Everyone had. She turned the meeting over to new announcements.

Agenda Item 1: Announcements

Mike Davies began by announcing that there would be an interagency meeting on February 13th. The agencies involved will be the Army Corps of Engineers, the Environmental Protection Agency, the Department of Environmental Protection, the Fish and Wildlife Agency, and the Federal Highway Administration. He explained that these agencies have to buy in to the planning process because ultimately they will have the authority to reject a proposal if it does not meet their requirements. Mike encouraged representatives from the PAC to attend the meeting at the DOT building in Augusta. Rick Bronson, Scott Leach, Sandi Duchesne, Manley Debeck and Charles Plummer expressed an interest in going. Mike said he would give them more information on time of day when he receives it.

Susanna announced that the agenda was shifting slightly to allow a discussion of the conceptual study boundaries at the end of the meeting instead of towards the middle.

Mike announced that he would be leaving the I-395 study due to a promotion within the DOT. He introduced Ray Faucher as his replacement and assured everyone that he would be available if there were any questions in the future.

Agenda Item 2: Needs for the Study

Mike referred to the traffic forecasts for 2030 for Routes 1A and 9 and Interstates 395 and 95. He said that the Study Team has the raw data but that a presentation of a traffic analysis would have to wait until the next meeting.

With regard to crash data for Routes 1A and 9 and the 95 spur, Mike said that three areas had been identified as high crash areas. A high crash area is any area that has a higher than average crash rate for similar areas statewide and has eight or more accidents in three years. Mike added that Bill Plumpton would plot this information and ultimately present it to the PAC.

Mike asked Sandi Duchesne to make an effort on her end to try to get the people at BACTS to come up with their traffic forecasting data. Sandi made a note of this.

Bill Plumpton took the floor and spoke about the NEPA process and the list of ranked primary goals or objectives made at the last PAC meeting.

Agenda Item 3: Formation of Study Purpose Statement

Bill: We developed this list as a reference point if we end up having to create a less-than-perfect transportation solution. We also developed it so that the DOT can look at our needs in the future if the costs for this project prove too high for complete implementation.

Now, what we need to do is tie all of this together into an overall mission. We have the needs and critical elements; we can now wrap those up into what we see as our purpose. Ideally our purpose will be two or three clear sentences. The Study Team took a stab at this and we'd like to see how you react.

Bill suggested a draft purpose statement, which read:

The purpose of this study is to 1) construct a section of Maine's National Highway System from I-395 in Brewer to Rout 9 in Eddington consistent with current American Association of State Highway Transportation Officials (AASHTO) policy on design, 2) improve regional system linkage, 3) improve safety on Route 46 and Route 4, 4) improve the current and future flow of traffic and shipment of goods to the interstate system.

Bill: Does this statement accurately capture our needs? This is important because the Army Corps has to issue a permit for anything that affects wetlands, and they will not issue a permit if our solution does not refer back to this purpose.

Mike: I'd like to expand on number three- the safety issue.

Ellen Campbell: Is this not the place where we talk about what we want to preserve in the process?

Bill: No, the Environmental Assessment (EA) will identify the PAC's priorities following the purpose statement.

Allan Bromley: This lists one end of a connector road as the I-395 interchange. I'm not sure how we got to that.

Bill: We did leap quickly to the existing interchange because it was part of the original planning that got this project funded.

Ray Faucher: In continuing system linkage, from the east/west perspective, a lot is already covered. The deficiency is

between the Route 395 portion and the Route 9 portion. I don't think the taxpayers will be willing to let go of the investment in the interstate.

- Richard Bostwick: Was there a different terminus you were considering?
- Allan: Well, we brought this up before and I haven't heard any convincing reasons why we're not considering something else.
- Ray: Traffic levels are already unacceptable, and if you forecast out 30 years it will be much worse. A northern crossing is not going to make sense. There's also a financial commitment that's already been made- we have to work within the 19 million dollars we have. A river crossing alone would cost in excess of that.
- Jim Ring: If you look back at origin and destination, there is no support for a route other than 395.
- Mike: That's strong evidence.
- Ray: Also, whatever we present to the agencies, we have to be realistic about getting a permit. Trying to build another bridge structure when we already have one that serves the purpose, it would be hard to get them to agree.
- Rick Bronson: So for the moment it seems when we say Route 9 in Eddington we're limiting it. I think we should just say to Route 9 in the purpose statement.
- Bill: Okay.
- Sandi Duchesne: I just want to clarify something: we are not creating an interstate here, right? We don't need to put that in this purpose?
- Ray: There are no interstate dollars. We could create a road that acts like a freeway, but it would not be an interstate.
- Sandi: So there would have to be a law for no bicycle passing.
- Ray: Right, this is not an interstate.
- Bill: This will evolve, but it looks like we're okay for today.

Stan Moses: Just so we don't close the book entirely, would it do any harm to put in just connection to the interstate system without mentioning I-395?

Bill: There's probably no harm, but people here need to see that it would be an extremely uphill battle to connect to the interstate other than using I-395.

Mike: I just want to clarify something, to give you some comparison- a bridge crossing in Augusta is looking at 20-30 million dollars. Building an extra bridge here could be a deal breaker.

Stan: But why preclude that option now?

Mike: You could say existing state infrastructure. We could try to synthesize numbers one and two.

Scott Leach: I'd like to see it stand with the 395 because when this goes to the public and the agencies, I'd like to see this narrowed down to include things we already know are obvious- we want to give them a picture of what we really can do.

Bill: That's a tremendous argument. The more work you do on the front end, the less you have to do later.

Allan Bromley: Does anybody have a feel for the average cost of a mile of highway?

Ray: It's about a million a mile for a forty-foot roadway and that's just construction costs.

Stan: What's the mileage between Route 9 and 395?

Bill: The shortest distance is about 5.5 miles. Diagonally it's about 10 miles.

Stan: And what would be the comparable distance from Route 9 to I-95?

Sandi Duchesne: It's about 16 miles from 46 to the 395 exit.

Stan: But from north Main Street across the river to 95?

Jim Ring: That's about two miles plus the bridge.

Mike: Let's write this out and get a consensus for tonight.

Bill: Okay. We'll make the safety addition and remove the words "in Eddington".

Richard Bostwick: I think the word construct might be a lightning rod. People will think that we've already made a decision. But I'm not sure what another word would be.

Mike: Well, we have the no-build option, upgrade existing structures, or we're going to find a corridor on a new alignment. It's no build or construction.

Susanna: What about link or connect?

Sandi: What about "complete a section between the interstate and Route 9 at Eddington?"

Bill: Let's leave it at that... complete, improve... the agencies will change it as they see fit.

Mike: Does everyone agree with this? Can everyone support this?

Susanna: Remember our consensus definition- you have to at least be lukewarm and be able to support this outside the room.

Sandi: Well I think it should be construct or complete, not improve. You can't improve something that's not there.

Mike: Okay. Complete is better than construct.

There was general consensus around the room.

Agenda Item 4: Moved to the end of the meeting.

Agenda Item 5: Identification of Natural and Social Features

Bill: The interagency meeting agenda will be to go over needs, purpose and features information- the last item only if they agree with what we've said up to that point.

Bill passed out booklets with features detailed on maps of the area.

Susanna: Before we get into this, I neglected to tell you that Margaret Harrow is here as Ed's substitute. Welcome.

Bill: We have some information on the natural resources and social features. This is the last thing we need to understand prior to developing potential corridors. We used to develop alternatives first, and then we spent a huge amount of time adjusting alternatives to avoid and minimize impacts and people were never sure they had the best alternative. What we do now is try to look at all the natural and people issues- considering them equally- before we look at corridors. We've handed some of this information out, and you'll see a little more before the next meeting.

We'll go over where we got this information, why it's important, what we're going to do with it and who has jurisdiction over the various resources. So let's go through these maps slowly, from big picture stuff to individual contexts. This is basically the same information that will go to the interagency meeting.

Mike: This is the point where if we've missed something, please let us know.

Sandi Duchesne: Like the fact that the drive-in hasn't been there in 20 years?

Bill: That's a perfect example.

Linda Johns: There's a cemetery in Holden at the intersection of Route 1A and Copeland Hill.

Ellen Campbell: How old is this map? There's a forty-lot subdivision that's not included.

Ray: Each section may be a different age. They update sections individually.

Bill: Fortunately we don't have to rely on the US Geological Survey (USGS) only. We've also got this satellite picture. *(Unveiling of satellite picture here)*

Stan Moses: What are the white areas?

Bill: Those are areas that don't have vegetation. We're going to take the elevation figures we have and lay them three dimensionally over this satellite picture eventually.

Mike: That will be a digital elevation model (DEM). We also have some 1998 aerial photography- the long-term plan is

to use that to re-triangulate the model so we have high precision here. And the last step is to give coordinates for everything so it's very accurate.

Bill: The accuracy of the USGS map is plus or minus 50 meters. The satellite picture is plus or minus 1-3 meters.

Bill turned to the second map in the book.

Bill: The scale here, you'll notice, is in feet, while the elevation is in meters (3.028 feet per meter). These elevations are relative to the elevation of the Penobscot River. Understanding elevation is important when developing alternatives. Alternatives in a straight line result in large cuts and fills and are visually very intrusive. A better alternative would follow the contours a little bit more to minimize physical impacts. There are a couple of noticeable areas- Mann hill and just to the east of Route 46.

Ray: Costs go up greatly when going through high elevations.

Bill turned to the third map.

Bill: These are subwatersheds, and we want to understand which ones we may have to go through because transportation will affect water quality. We haven't gotten that far in terms of data collection (water quality data), but we can look at places like Holbrook Pond and assume that those are places of high water quality. Everything else ultimately makes its way to the Penobscot River. Does anyone know water quality issues or concerns in the area? No? We'll find out.

Bill turned to the fourth map.

Bill: The title here should be changed to Bedrock Geology. The depth to bedrock from the surface is about 50 meters. Geology is important. In a lot of places in the country geology would affect transportation and transportation projects affect the geology of the area. Luckily here, we just have big hard rocks. *(Attached are the codes for this map)*

Bill turned to the fifth map.

Bill: We're still on the big picture stuff here. Eco regions- this is only starting to come into vogue now. The EPA has developed a classification system based upon eco systems across our entire country. Eco regions are based on characteristics like population, geology, surface water, groundwater, vegetation, wildlife, topography, etc. We are in two eco regions, but both are similar. We really put this page in for the EPA. The biggest change between these two regions is the population.

Bill turned to the sixth map.

Bill: Now we're looking at the more specific stuff. We're talking individual features or issues in the social environment. The United States Department of Agriculture (USDA) Natural Resource Conservation Service, formerly the Soil Conservation Service, has jurisdiction over this process under the Federal Farmlands Protection Act of 1981. They look at prime farmland, farmlands of statewide importance and unique farmlands. These are not only areas in crop production. They could be forest areas, but by definition they are prime farmland soils. We didn't find any unique or statewide important farmlands, but these are the prime farmland soils we found. Are there areas here that are in crops every year? We don't know yet. We'll talk more about this later on as we talk about transportation improvements. Just remember, we'll be responsible for explaining this to the agencies- why we may have to impact farmland soils

Ellen Campbell: So does this mean we're trying not to go through these areas? We're really blocked in here.

Bill: You're right. We'll be doing a lot of impact balancing. But you're getting ahead of us. We'll look at that when we start defining alternatives.

Mike: You're not going to avoid everything. That's not possible.

Richard Bostwick: And you'll see that the regulatory and resource agencies are not as concerned about farmlands as they are about wetlands.

Bill: This is why Mike said it would be good to have some PAC members see the agencies in action.

Bill turned to the seventh map.

Bill: This is our resource map over the satellite image to show sensitive habitats. You're going to see this in many different scales. We have the ability to zoom in on different features. For example, the Exxon station on the corner- we can see that. Individual houses start to get a little bit fuzzy.

Mike: There are two levels to look at. Multi-spectral, three-meter accuracy is shown here. We also have the one-meter level.

Bill: The printout is the three-meter level because it prints out quicker, but we can go to one-meter accuracy. Hopefully one day you'll be able to see three dimensionally what this looks like.

Sandi: What is the facilities discharge icon? Could it be the transformer?

Bill: You tell me. We're bringing this to you to get some of this type of feedback and information. Truthfully, that doesn't belong on this map anyway; we will create a separate map showing potentially hazardous materials.

Linda Johns: The deer wintering areas, are you also going to look at what the town considers to be the deer wintering areas? Because they're different from what is listed on this map.

Bill: I'd say absolutely. If it's in the comprehensive plan, we're already going through it and will add it to the maps.

Linda: It is in the comprehensive plan.

Richard Bostwick: Just to follow up on Linda's comment, deer wintering areas are regulated under the Natural Resources Protections Act.

Bill turned to the eighth map.

Bill: This is the population listed by census blocks. It's ten years old and the census blocks aren't always the same size; basically this just tells you what you already know: i.e. rural, residential and residential/commercial areas. The purpose is to say that generally DOT knows where people live, and on the satellite image we really know where people live.

Charles Plummer: Do you know when the data for the 2000 census will be available?

Mike: The study will be over by then.

Bill: I think we're looking at 18 months. Which is why we'll use the satellite picture.

Bill turned to the ninth map.

Bill: This information was taken from the satellite image. Hopefully, we'll eventually have transportation that follows our land use, i.e. good system linkage.

Sandi Duchesne: Does transportation mean driveways?

Bill: It means basically road.

Bill turned to the tenth map.

Bill: These are predominantly surface water resources. Ultimately, the DOT is going to have to seek approvals for changes and impacts to waters of the US- waters include wetlands, and water quality, and aquatic life. It's not just surface water. It goes further than that- it's a very high standard for a permit. You guys must find the alternative that has the least impact on waters. This is mandated by the federal Clean Water Act. And with respect to flood plains, they are also given protection under a presidential executive order. We need the least impact possible.

You're looking at 100-year floodplains here (this information is from the Federal Emergency Management Association). The 100-year floodplain is identified as the area affected by one storm in 100 years. The Fish and US Wildlife Service has identified areas of wetlands using high altitude aerial photography. If the Fish and Wildlife Service has called an area a wetland, it probably extends further than you're seeing here. You'll notice that some of the boundaries between floodplains and the National Wetland Inventory wetlands don't match up well. These are great for planning tools, but we'll eventually have to get more specific information.

The purple areas on the map are known hydric soils- soils that are wet a lot of the time. Most are probably wetlands, but these areas are probably a little overestimated whereas the NWI wetlands are probably a little underestimated.

A couple of other water features- we have drinking water wells identified. Look on Route 1A. The Department of Human Services in Augusta gave this information and they still owe us the wellhead protection areas around those wells that require protection to maintain quality.

After a break we'll look at what information we still need in terms of resource features.

The PAC took a 15-minute break.

When the PAC returned, Bill reiterated that the maps represent the information known so far. He said it had all been captured digitally from the regulatory agencies and that the Study Team appreciates PAC input on the accuracy of the information shown on these resource maps.

Bill listed five things the Study Team still needs to look at:

1. Hazardous waste
2. Historic resources and archeological resources --- The Maine Historic Preservation commission will do a broad review and report things that are already listed on the National Register of Historic Places. Once the broad corridors are developed, they'll take a closer look for resources that are potentially eligible for the National Register of Historic Places- anything over 50 years must be evaluated for potential eligibility. The same thing is done with archeological resources.
3. Digitizing property boundaries- This should be ready for the next PAC meeting.
4. Zoning- A strong indication of future land use
5. Public parks- There don't appear to be any (Public parks are given the highest level of resource protection)

Allan Bromley:

How current is your property boundary information?
We've approved new subdivisions in Holden. You probably don't have those.

Bill: You're right. We'll need your help. I don't remember the dates we have for the tax parcel boundaries, but I'll let you know.

Richard Bostwick: Would the tax maps have owners listed on them?

Bill: No. We are just looking at boundaries now. Only in the corridor stage will we add property owners to the database. The PAC can tell us now what is public land versus private land.

Sandi: Do you want to know boat landings too?

Bill: Yes, if they are public property. Section 4F of the DOT Act says we will avoid the use of public property.

Ray: The definition of public is an area that is open to the public at all times and is recreational.

Bill: Are there public properties we should be aware of here?

Linda Johns: I think there's a park at the intersection of Route 1A and 46, to the south of 1A.

Sandi Duchesne: There's a boat landing on Davis Pond on the northwest side.

Charles Plummer: It is not technically a public property. It acts like it, but that could change tomorrow.

Ellen Campbell: There's been talk of developing the acreage behind Holden School into something recreational.

Bill: Why don't we add to an agenda at some point looking at potential changes, like the Holden area and planned subdivisions?

Redington Robbins: I think you'll find that near the wells on Route 1A are some large mobile home parks and businesses. I also think that Brewer water's been brought in that way.

Bill: Okay that covers that. You know where we're getting our information, you know what we're using it for, you know what we still need to get. Are we missing anything?

Ray: I think the only other thing we would want to map is the major utilities- overhead or underground. That's usually a big cost item.

Red: And natural gas pipeline.

Bill: Let's try to capture some of this information with our markers after the meeting.

Bill turned to the large composite map at the front of the room.

Bill: This is probably what you'll see most of the time. It's got the most important stuff on it.

Richard Bostwick: Is there a working definition of neighborhoods?

Bill: You're right. We haven't talked about neighborhoods yet. Let's define neighborhoods versus communities. A neighborhood can be defined as people living in close proximity to one another versus a community, a group of people that have a common interest in living together within a larger society. Let's talk about communities first- they come together because of race, religion, etc. I don't think we have any of those. Let's talk about neighborhoods- we're going to have to define that at a future point, maybe at the next meeting.

Agenda Item 4: Conceptual Study Area Boundaries

Mike: Before we discuss the study boundaries, I want to take a step back and talk about what brought DOT here. The local communities contacted DOT to see if we could find a solution to a transportation problem. That's why we're here. You're here to make sure information gets disseminated properly. If you need something from us to help you, please let us know.

The study area is 50 square miles. DOT feels the solution falls within the defined areas that we've presented from day one. We're not excluding solutions that you may feel address the issues that we've identified, but right now we're focusing on this area for several reasons: cost and topographic relief difficulties (elevations) east of Route 46 being two of these.

Rick Bronson: My thinking is regarding the traffic from Route 9 to the interstate, and Acadia-bound traffic on Route 1A. One day, traffic from Canada will find it cheaper to cross the state of Maine and one highway might solve both traffic problems. I think it's shortsighted to build a solution to Route 9 and then consider the Acadia traffic in eight years or so.

Mike: I understand. Unfortunately we have to deal with projects we can get our hands around. We have looked at the traffic changes on Route 9 and that'll be in the state models.

Ray Faucher: Rick, you're not alone. Someone in the DOT has looked at that, but there's such a great area between those two places that it doesn't look like it makes sense to have one solution for both. It would be nice- but to build something like that would be difficult if not impossible.

Mike: Those concerns are on the table. John Melrose has asked us about that and we've said we can look at it, but the impracticalities become enormous. If you look at the 1998 and 1999 traffic studies, keep in mind we're trying to capture a specific stream of traffic off of Route 9 and get it to points out of the area.

Rick: When we get to specific corridors, I'll come back to this.

Mike: And if you want to look at the maps with me after the meeting, that's fine.

Redington Robbins: What about the Augusta Connector?

Ray: It's going to make getting through Augusta easier. The connector may redirect some of that traffic down through that area instead of through Bangor.

Mike: The DOT thinks the solution falls within those 88 miles (on the satellite image). Again, I won't say we won't look at anything outside of that. But as we go further, you'll see things narrow down even further as we look at specific corridors.

Roger Raymond: What are the 88 miles we're looking at?

Bill: There are 88 miles covered on the satellite picture. The study area is really the 50 square miles between Routes 46, 9 and 1A.

Mike- The DOT feels that the solution falls within Routes 46, 9 and 1A. But we will not exclude a solution if it comes up, and has support, and the agencies support it, etc.

Roger: I just want to make sure that when you're looking at system linkage we're looking beyond those 88 miles. Particularly in representing RTAC2, I would be concerned with that.

Mike: I want to clear something up. The picture is 88 square miles; the study area is about 50 square miles. And I hear what you're saying, and areas outside, in terms of linkage, will be considered.

Roger: So as a committee member you want me to confirm the solution will be within the 50-mile radius. But will you still look at the impacts that happen down the road?

Mike: The regional traffic model is always looked at.

Bill: The scope of physical improvements is within the 50 square mile area. But we always look at the impacts regionally.

Roger: I think my concern is that my area has a company that travels a great deal on Route 9 and I don't want to suggest something that hurts them. If it's just the solution that has to be within those 50 square miles, that's fine.

Mike: If we find an alternative, and you see that your community is suffering, tell us.

Stan Moses: Are you taking into consideration other DOT projects that have impacts regionally?

Mike: Absolutely.

Stan: How big is the area you're looking at for regional linkage?

Mike: We're looking at traffic that goes outside of Maine. We're not modeling that far. I would think our region is limited to the state of Maine.

Given that, can you, the PAC, support the boundaries of the study area?

Stan: By study area, do you mean planning area for the solution?

Mike: I'm saying where the solution will fall.

Stan: Isn't that the planning area, not the study area?

Roger Raymond: I don't have a problem with the 50 square miles, but I'd like to see you change your terms a little bit. I would say that the 50 miles is the project area.

Mike: We don't like to use the term project. We think it's misleading.

Roger: I'm nervous about using "study area".

Mike: The study area is 50 miles, but the planning area is much wider.

Richard Bostwick: I think to be fair to the agencies we have to follow convention and call it the study area.

Mike: I agree. I don't want to confuse them. Can the PAC support that publicly?

Susanna: Are you all a notch above neutral?

Roger and Rick are not in consensus. Rick wants to hear that more than 50 miles is being considered in terms of impacts.

Susanna: That's what Mike is saying.

Ellen Campbell: Can we talk about *why* nothing beyond this area is looked at? We've talked about to the north, maybe if we can talk about those natural features just a little bit, people will understand why we are boxed in.

Mike: To the north we have a problem moving traffic and to the east we have topographic problems (water reserves). We've got logical termini with an investment already in Route 9 and I-395. We don't want to say that wasn't worth anything. I hope that answers your question.

Ellen: I'm already convinced. I'm worried other people aren't.

Jim Ring: If you expanded that study area a mile each way- that might solve things.

Rick: That would put me at consensus.

Mike: Done. Will the PAC support these boundaries?

The PAC is at consensus.

Susanna: And are we clear on the difference between the 88 and the 50 square miles?

There are no questions on this.

Allan Bromley: We talked about a project website. Where are we with that?

Mike: It's not up yet. We're developing it.

Agenda Item 6: Next Steps

Bill: For the next PAC meeting we need to finish resources, traffic forecasts, planned and programs activities, the interagency meeting, and then we need to talk about our first public meeting.

Mike: I want to thank you all for the support. I appreciate working with you. Let me know if you need anything and feel free to contact me even though I will no longer officially be on this study.

Agenda Item 7: Public Comments

Susanna asked that members of the public say their names and where they are from.

John Bryan: I'm from Holden. You keep talking about moving the traffic problem and I keep thinking about 95 and I-395. I think a lot of people use that interchange to avoid the Bangor traffic. That's chaos there. My question is that the issue of Bangor is long-term thinking- are we going to think about that at all with this solution? We should.

Mike: The improvements that are necessary for that intersection are on the radar, but are not part of this study.

- Ray: We are going to undertake a study to look at the Bangor problem.
- John: Why not make this a part of that?
- Ray: Because that is a separate study. We have to look at manageable bits.
- Jim Ring: From the local standpoint (i.e. Bangor) we've got a capacity issue on just the main line, and then the intersection with 395, and everything's linked together. From a local perspective, that issue is something we want MDOT to look at all on its own.
- Richard Bowden: I'm from Eddington. Is it possible to get this information up on the Internet?
- Mike: Eventually. The website is under development, and when we have it, you'll get magnets and links from the MDOT website.
- Bill: The website completion is a month away.
- Mary Ellen Ledwin: I am the state representative in Augusta. I've had a lot of constituents say they think this process is just rubber-stamping, and I come away with this thinking you're doing an excellent job at the state and local level. Congratulations.

There were no more public comments. Susanna thank everyone for attending.

The next meeting was scheduled for February 28th from 7:00 to 9:00pm. This was a change from the original schedule in order to keep the meeting in the Holbrook School.

Susanna adjourned the meeting.