

Attachment 9

Interstate 95 Trafton Road Interchange
Environmental Assessment
Comments and Responses

July 29, 2014

Introduction

On April 1, 2014, FHWA and MaineDOT released to the public, pursuant to 42 U.S.C. 4332 (2), 23 U.S.C. 138 and 23 CFR 771, a draft Environmental Assessment (EA) titled Interstate 95 Trafton Road Interchange. Copies of the draft EA were made available for public review at the following locations: City of Waterville (One Common Street, Waterville); Waterville Public Library (73 Elm Street, Waterville); Town of Sidney (2986 Middle Road, Sidney); MaineDOT Library (24 Child Street, 16 State House Station, Augusta); FHWA Maine Division Office, (Edmund S. Muskie Federal Building, 40 Western Avenue, Room 614, Augusta); and the Maine State Library (230 State Street, Augusta). Copies of the EA were also available upon request from MaineDOT and the EA could be viewed on the MaineDOT website at <http://www.maine.gov/mdot/planningdocs/waterville-i95-traftonrd/index.htm>.

Public notice of the public hearing and open house was published in the local section of the *Kennebec Journal* and *Morning Sentinel* on April 15, 2014 and by mail directed to area property owners on Trafton Road and Eight Rod Road in the City of Waterville and on Junction Road and Town Farm Road in the Town of Sidney. Emails were sent to resource agencies to announce the availability of the Environmental Assessment and solicit comments from these agencies. Additionally, the public hearing notice appeared on MaineDOT's public meeting website at <http://www.maine.gov/mdot/publicmeetings/index.htm>. The public hearing and open house took place on May 8, 2014 from 6:30 p.m. to 8:30 p.m. at the Spann Student Commons Summit Room at Thomas College, located at 180 West River Road, Waterville, ME. A transcript of the hearing was prepared. There were 17 individuals who gave their name and provided comments on the record during the public hearing. All comments on the EA document were due on or by May 22, 2014 to be considered by FHWA and MaineDOT in their evaluation of the environmental impacts of the project. In all, 35 parties provided their name and made comments.

This document provides in full all written comments received (Attachment A) and all oral comments made on the record from the public hearing (Attachment B). The comments received are summarized and categorized following this introduction. When reviewing comments, MaineDOT and FHWA examined each communication and took a conservative approach to identifying substantive comments. If a remark appeared to suggest modifying an alternative, developing and evaluating a new alternative, improving or modifying the analysis, or making factual corrections, it was identified as a substantive comment.

Comments were made questioning the reliability of the work done for the EA and on project financing. These comments are not substantive to the EA in the sense previously stated. However, for public information purposes, it is noted here that the process followed was subject to both MaineDOT and FHWA review governed by federal regulation and involved opportunities for public, municipal, tribal, state and federal input. Additionally, the work was conducted by professional staff of MaineDOT in the case of the noise and archaeological/historical studies and was otherwise performed by outside professionals qualified in traffic engineering, civil engineering, environmental site assessments and natural resource assessments. The outsourcing of this work to qualified professionals is a common practice for these environmental reviews.

In regards to questions on project financing, the costs for preparing the Interstate Justification Report and the EA were borne mostly by Trafton Realty. To date, MaineDOT has expended resources to meet its oversight responsibilities and to conduct the noise and archaeological/historical studies just noted. Project design, permitting and construction are expected to be financed under the MaineDOT Business Partnership Initiative.

Summary of Substantive Comments

Federal Agencies

U.S Army Corps of Engineers, Frank Del Giudice, Chief, Permits & Enforcement Section, Regulatory Division (Attachment A, pgs. 1-4)

- 1.1 The EA indicates that Kennedy Memorial Drive (KMD) has existing growth capacity of 20% before dropping to a LOS E. Clarify KMD capacity relative to project design year. *(see Traffic Analysis, pg. 16)*
- 1.2 Use of the First Park subdivision and Waterville Airport Business Park expansion in traffic forecasts may be unrealistic given experience of these developments. *(see Traffic Analysis, pg. 16)*
- 1.3. Need to further address reconfiguring/reconstructing the KMD interchange as an alternative. *(see Alternatives Analysis, pg. 12)*
- 1.4. The EA notes that the Traffic Movement Permit for the expansion of the Trafton Road industrial facilities was predicated upon improvements being made to add traffic capacity. What were those improvements specifically and have they all been implemented? *(see Trafton Properties Traffic Movement Permit, pg. 18)*
- 1.5. The no build discussion notes that proposed development otherwise dependent upon KMD would be limited under Maine's Traffic Movement law. While this is apparently true for development south of the city (vic. Trafton Road), is this necessarily a true statement for build out at First Park or the Waterville Airport Business Park? *(see Traffic Analysis, pg. 16)*
- 1.6. What exactly would the stream impacts be for the no build alternative cited? *(see Alternatives Analysis, pg. 12)*
- 1.7. Explain relevancy to purpose and need of last bullet arguing against the no build alternative. *(see Alternatives Analysis, pg. 12)*
- 1.8. Demonstrate after no-build discussion why the alternative of a full reconstruction or reconfiguration of the KMD interchange doesn't meet the project purpose, isn't practicable, or isn't less environmentally damaging. *(see Alternatives Analysis, pg. 12)*
- 1.9. Explain further why a new interchange at Webb Road would be inconsistent with FHWA rural interchange spacing guidelines. Are there other reasons why a Webb Road interchange does not meet project purpose or why it is environmentally more damaging? *(see Webb Road Alternatives, pg. 19)*
- 1.10. Discuss specifically how a Town Farm Road interchange alternative compares to the project purpose and the Section 404(b)(1) Guidelines. *(see Alternatives Analysis, pg. 12)*

- 1.11. Explain why the Sidney-Waterville alternative accessing Junction Road was rejected due to ‘design inconsistencies’. How does this alternative compare to the project purpose and the Section 404(b)(1) Guidelines? *(see Alternatives Analysis, pg. 12)*
- 1.12. All concepts should be discussed and dismissed consistently with the alternatives on pages 8 and 9 of the EA. *(see Alternatives Analysis, pg. 12)*
- 1.13. Is widening Trafton Road part of the project? *(see Trafton Road Conditions and Future Improvements, pg.19)*
- 1.14. Note extent of tribal coordination and communication. *(Reflected in final EA)*
- 1.15. Clarify extent of clearing of forested wetlands associated with the project. Impacts need to be quantified as secondary impacts, particularly if cleared areas are not allowed to come back to forest cover. *(see Forest Impacts, pg. 13)*
- 1.16. Information on deer wintering areas belongs in the ‘Other’ section. *(Corrected in final EA)*
- 1.17. Clarify schedule on tree clearing. *(see Forest Impacts, pg. 13)*
- 1.18. In discussion of bat habitat clarify if there are any habitat suitable trees in the project area, how many, how many will have to be cut, and what the predicted impact on the specie will be. *(see Forest Impacts, pg. 13)*
- 1.19. Include the Corps as present at preapplication coordination meeting and noted concerns included the need for a thorough alternatives analysis. *(Corrected in final EA)*
- 1.20. The Corps recommends that DOT pursue in lieu fee as the preferred form of wetlands compensation in this case. *(No change in EA requested and no response needed.)*
- 1.21. Consult with the Corps to determine what permit actions they may have been taken in the area for cumulative impacts discussion. *(Reflected in final EA)*
- 1.22. Keep discussion focused on existing and perhaps near term LOS deficiencies and alternatives to address those deficiencies. *(see Traffic Analysis, pgs. 15 - 18)*

Municipalities

City of Waterville, City Manager Mike Roy (Attachment A, pgs. 5-6)

- 2.1. City supports Purpose and Need and Preferred Alternative. *(No change in EA requested and no response needed.)*
- 2.2. Project consistent with current Comprehensive Plan and supported by City since the 1980's. *(No change in EA requested and no response needed.)*
- 2.3. City agrees with environmental impacts noted in EA and notes no takings of residences or other buildings required. *(No change in EA requested and no response needed.)*

2.4. Concern for impact on rural character noted. City zoning along Trafton Road provides for industrial and commercial uses. *(No change in EA requested and no response needed.)*

2.5. Proposed interchange will help address traffic management at Exit 127. *(No change in EA requested and no response needed.)*

Town of Oakland, Town Manager Peter Nielsen (Attachment A, pg. 7)

3.1. Concern for the likely effects of increased traffic on Trafton Road given existing narrow shoulders and a bad curve near Town line with Waterville. The Oakland Town Council is not desirous of undertaking the cost of reconstruction of Trafton Road. *(see Trafton Road Conditions and Future Improvements, pg. 19)*

3.2. Traffic should be directed to the businesses along Kennedy Memorial Drive, and not be diverted onto other roads. *(see Traffic Analysis, pgs. 15 - 18)*

Town of Sidney, Board of Selectmen, John Whitcomb, Kelly Couture, Doug Eugley, Laura Parker and Peter Schutte (Attachment A, pgs. 8-9)

4.1. Town agrees with the findings and recommendations presented in the EA including Purpose and Need and the Preferred Alternative. *(No change in EA requested and no response needed.)*

4.2. Expressed concern for the closure of Junction Road. Suggested that consideration be given to retaining the physical structure of Junction Road into Waterville for at least 200 feet past the culvert carrying an intermittent stream and past the existing access point to the field on the east side of the Road. *(see Junction Road Closure, pg. 13)*

4.3. The no action alternative would result in greater adverse impacts to Sidney by placing more traffic on West River and Lyons Road for those seeking access to I-95. *(No change in EA requested and no response needed.)*

General Public

Cindra Bailey, 42 Webb Road, Waterville (Attachment A, pg. 10)

5.1. Project purpose is only to benefit Trafton Realty. *(see Traffic Analysis, pgs. 15 - 18 and City of Waterville letter, Attachment A, pgs. 5-6, Town of Sidney letter, Attachment A, pgs. 8-9, Paul Boghossian letter, Attachment A, pgs. 11-12, Central Maine Growth Council letter, Attachment A, pg. 15, Central Maine Motors Auto Group letter, Attachment A, pg. 16, C.O. Beck & Sons letter, Attachment A, pg. 17, Jeffrey H. Cook letter, Attachment A, pg. 18, Hampton Inn letter, Attachment A, pg. 21, Mid-Maine Chamber of Commerce letter, Attachment A, pgs. 22-23, Midstate Berkshire letter, Attachment A, pg. 24, and Thomas College letter, Attachment A, pg. 27)*

Paul Boghossian, Hathaway Holdings LLC, 10 Water Street, Waterville (Attachment A, pgs. 11-12)

6.1. Supports preferred alternative as a means to address congestion at KMD/I-95 Exit 127. *(No change in EA requested and no response needed.)*

6.2. Preferred Alternative provides least impact to the environment and property owners. *(No change in EA requested and no response needed.)*

6.3. Project would provide traffic alternative to City owned Airport Business Park that has Foreign Trade Zone status. *(No change in EA requested and no response needed.)*

Patrick Brancaccio, 275 Eight Rod Road, Waterville (Attachment B, pgs. 41-42)

7.1. Project will be disruptive to Eight Rod Road with particular concern for truck traffic. *(see Eight Rod Road Truck Traffic, pg.12)*

7.2. Clarify change to Eight Rod Road alignment. *(see Junction Road Closure, pg. 13)*

7.3. Believes the City of Waterville is not saying there is too much traffic on Kennedy Memorial Drive. *(see Traffic Analysis, pgs.15 -18 and City of Waterville letter, Attachment A, pgs. 5-6)*

7.4. Concern for current condition of Trafton Road with nothing proposed to improve it. *(see Trafton Road Conditions and Future Improvements, pg. 19)*

Jean and Theodore Brown, 431 Trafton Road, Waterville (Attachment A, pg. 13)

8.1. Concern for jeopardizing tranquility and rural/farm quality of life in the area in the name of economic growth. *(see Quality of Life Impacts, pg. 15)*

8.2. If project proceeds, preferred alternative design is best. *(No change in EA requested and no response needed.)*

Selena Brown, 16 Stable Drive, Waterville (Attachment B, pgs. 46-48)

9.1. Requested further explanation of the noise study. *(see Noise, Pg.14)*

9.2. Concern for jeopardizing tranquility and rural/farm quality of life in the area. *(see Quality of Life Impacts, pg. 15)*

John Bunker, Fedco, P.O. Box 520, Waterville, Maine (Attachment A, pg. 14)

10.1. If the new interchange project goes through, many acres of our highest quality farmland will be lost forever. *(see Farmland Impacts, pg. 13)*

10.2. Desire to protect extremely rare, heritage Kennebec Russet apple tree off Eight Rod Road. *(see Kennebec Russet Apple Tree, pg. 13)*

Central Maine Growth Council, Darryl Sterling, Executive Director, 50 Elm Street, Waterville (Attachment A, pg. 15)

11.1. Believes Environmental Assessment is properly presented. *(No change in EA requested and no response needed.)*

11.2. The proposed interchange is in the right place to address Exit 127 congestion and restore balance to the transportation network. *(No change in EA requested and no response needed.)*

Central Maine Motors Auto Group, Charles R. Gaunce, President, Kennedy Memorial Drive, Waterville (Attachment A, pg. 16)

12.1. Expect diminishing returns to business and area economy when Exit 127 reaches its carrying capacity. *(No change in EA requested and no response needed.)*

12.2. KMD congestion, safety hazards due to backups on the off-ramps at Exit 127 and dangerous left turns out of KMD businesses are problems. *(No change in EA requested and no response needed.)*

12.3. Proposed interchange will remove through traffic on KMD allowing it to move more conveniently and safely. *(No change in EA requested and no response needed.)*

12.4. Traffic relief on KMD is needed to accommodate traffic growth in southern Waterville. *(No change in EA requested and no response needed.)*

C.O. Beck & Sons, Carl L. Beck, 76 Eastern Avenue, Waterville (Attachment A, pg. 17)

13.1. The Preferred Alternative is the best approach to address growing congestion at Exit 127 and KMD with the least impact to the environment and property owners. *(No change in EA requested and no response needed.)*

13.2. Water, sewer, electric and gas utilities as well as available land south of KMD will spur traffic capacity problems at KMD/Exit 127 that a Trafton interchange could mitigate. *(No change in EA requested and no response needed.)*

13.3. Accidents on KMD seem to be a monthly occurrence. *(No change in EA requested and no response needed.)*

Jeffrey H. Cook, Owner, OmniGraphique, 853 Kennedy Memorial Drive, Oakland (Attachment A, pg. 18)

14.1. Easier access and egress to I-95 is a positive benefit for the community. *(No change in EA requested and no response needed.)*

Greg and Sandy Cormier, 263 Trafton Road, Waterville (Attachment A, pg. 19)

15.1. Project purpose is only to benefit Trafton Realty. *(see Traffic Analysis, pgs.15 - 18 and City of Waterville letter, Attachment A, pgs. 5-6, Town of Sidney letter, Attachment A, pgs. 8-9, Paul Boghossian letter, Attachment A, pgs. 11-12, Central Maine Growth Council letter, Attachment A, pg. 15, Central Maine Motors Auto Group letter, Attachment A, pg. 16, C.O. Beck & Sons letter, Attachment A, pg. 17, Jeffrey H. Cook letter, Attachment A, pg. 18, Hampton Inn letter, Attachment A, pg. 21, Mid-Maine Chamber of Commerce letter, Attachment A, pgs. 22-23, Midstate Berkshire letter, Attachment A, pg. 24, and Thomas College letter, Attachment A, pg. 27)*

15.2. Concern for lack of plan to widen or work on Trafton Road or address safety needs of bicyclists, joggers and walkers. *(see Trafton Road Conditions and Future Improvements, pg. 19 and Off Road Trail, pg. 14)*

15.3. Concern for increase in traffic noise. *(see Noise, pg. 14)*

15.4. No residence on Trafton Road has water or sewer service. *(see Public Water and Sewer Service, pg. 14)*

15.5. Seeks to preserve quiet country living and no growth in area. *(see Quality of Life Impacts, pg. 14)*

Michael Donihue, 324 Trafton Road, Waterville (Attachment B, pgs. 34-37, 50)

16.1. More information sought on traffic forecast projections and supporting economic and demographic trends. *(see Traffic Analysis, pgs. 15 - 18)*

16.2. Explain relationship of Trafton (Realty) traffic projections and proposed improvements. *(see Trafton Properties Traffic Movement Permit, pg. 18 and Traffic Analysis, pgs.15 - 18)*

Gerard Dubois, 101 Trafton Road, Waterville (Attachment B, pg. 53)

17.1. Clarify improvements needed at Lyons Road under no action alternative. *(see Alternatives Analysis, pg. 12)*

Chris Gilbert, 35 Trafton Road, Waterville (Attachment B, pgs. 38-39)

18.1. Clarify federal interstate spacing guidance relative to Webb Road and also Exit 113 in Augusta. *(see Webb Road Alternatives, pg. 19)*

Carol Godfrey, Eight Rod Road, Waterville (Attachment A, pg. 20)

19.1. Desire to protect heritage Kennebec Russet apple tree off Eight Rod Road. *(see Kennebec Russet Apple Tree, pg. 13)*

19.2. Concern for jeopardizing tranquility and rural/farm quality of life and wildlife in the area. *(see Quality of Life Impacts, pg. 15)*

Hampton Inn, David Doucette, General Manager, 425 Kennedy Memorial Drive, Waterville (Attachment A, pg. 21)

20.1. Concern for traffic and noise levels on Kennedy Memorial Drive. KMD traffic is heaviest Monday through Friday from 7-9AM, 11AM-1PM and 4-6 PM. *(No change in EA requested and no response needed.)*

20.2. Difficult for guests and employees to make a left out of property; can take up to 5 to 10 minutes. *(No change in EA requested and no response needed.)*

20.3. Big trucks are getting stuck on the Exit 127 ramps causing severe delays in gaining access to I-95. *(No change in EA requested and no response needed.)*

20.4. Trafton Interchange offers an alternative to Thomas College day students and through traffic. *(No change in EA requested and no response needed.)*

20.5. KMD congestion poses a risk to the build out of First Park. *(No change in EA requested and no response needed.)*

Ed Lachowicz, 241 Main Street, Waterville (Attachment B, pgs. 51-52)

21.1. Concern for current condition of Trafton Road with nothing proposed to improve it. *(see Trafton Road Conditions and Future Improvements, pg. 19)*

Suzanne Leathers, 102 Junction Road, Sidney (Attachment B, pgs. 33-34)

22.1. Expressed concern for the closure of Junction Road. *(see Junction Road Closure, pg. 13)*

Susan MacKenzie, 324 Trafton Road, Waterville (Attachment B, pgs. 26-29)

23.1. Clarify location of public water service. *(see Public Water and Sewer Service, pg. 14)*

23.2. Concern for impacts to Bobolinks and Meadowlarks. *(see Farmland Impacts, pg. 13)*

23.3. Concern for jeopardizing tranquility and rural quality of life in the area. *(see Quality of Life Impacts, pg. 15)*

23.4. Concern for current condition of Trafton Road with nothing proposed to improve it. *(see Trafton Road Conditions and Future Improvements, pg. 19)*

Peter Madigan, 13 Gilman Street, Waterville (Attachment B, pg. 51)

24.1. Project purpose is only to benefit Trafton Realty. There is no through traffic. *(see Traffic Analysis, pgs. 15 - 18 and City of Waterville letter, Attachment A, pgs. 5-6, Town of Sidney letter, Attachment A, pgs. 8-9, Paul Boghossian letter, Attachment A, pgs. 11-12, Central Maine Growth Council letter, Attachment A, pg. 15, Central Maine Motors Auto Group letter, Attachment A, pg. 16, C.O. Beck & Sons letter, Attachment A, pg. 17, Jeffrey H. Cook letter, Attachment A, pg. 18, Hampton Inn letter, Attachment A, pg. 21, Mid-Maine Chamber of Commerce letter, Attachment A, pgs. 22-23, Midstate Berkshire letter, Attachment A, pg. 24, and Thomas College letter, Attachment A, pg. 27)*

Mid-Maine Chamber of Commerce, Kim Lindlof, President, Waterville (Attachment A, pgs. 22-23)

25.1. Public hearing comments did not challenge findings on natural resources or historic/archaeological or evidence of the existence of hazardous materials. No takings of residences or businesses. Many issues raised not pertinent to EA. *(No change in EA requested and no response needed.)*

25.2. Explain noise study further. *(see Noise, pg. 14)*

25.3. Earlier public meetings on the project raised concerns about widening Trafton Road or having the City pay for improvements. *(see Trafton Road Conditions and Future Improvements, pg. 19)*

25.4. The City through its zoning favors industrial and commercial development in this area. It has supported a Trafton Road interchange since the 1980's and reaffirmed its support before the current studies commenced. The project is also compatible with the Comprehensive Plan. *(No change in EA requested and no response needed.)*

25.5. KMD traffic volumes are documented and significant. The carrying capacity of KMD is approaching its limits based on feedback from hotels and businesses. *(No change in EA requested and no response needed.)*

25.6. Experienced off ramp backups onto the mainline of I-95. *(No change in EA requested and no response needed.)*

Midstate Berkshire, James S. Lattin, Controller, Waterville/Winslow (Attachment A, pg. 24)

26.1. Proposed access will enhance competitive position by reducing transit times, mileage and safety risks for both the Waterville and Winslow facilities. *(No change in EA requested and no response needed.)*

26.2. Government and public utility investments in place, zoning and available land at variance with current transportation investments *(No change in EA requested and no response needed.)*

26.3. Getting trucks onto the interstate quickly over the fewest miles is best for mitigating quality of life concerns about truck travel through residential areas. *(No change in EA requested and no response needed.)*

Athena Palmer, 16 Stable Drive, Waterville (Attachment A, pg. 25)

27.1. Concern for jeopardizing tranquility and rural quality of life in the area. *(see Quality of Life Impacts, pg. 15)*

27.2. Concern for current condition of Trafton Road with nothing proposed to improve it. Continuing recreational use of Road a particular concern. *(see Trafton Road Conditions and Future Improvements, pg. 19 and Off Road Trail, pg. 14)*

27.3. If project proceeds, preferred alternative design is best but there is a question on project effectiveness in relieving congestion on KMD. *(see Traffic Analysis, pg. 15-18)*

Raymond Pelotte, 599 Eight Rod Road, Waterville (Attachment B, pgs. 42-44)

28.1. Concern for realignment of Eight Rod Road on southern end to be across from northbound on and off ramps. *(see Junction Road Closure, pg. 13)*

28.2. Expressed concern for the closure of Junction Road. *(see Junction Road Closure, pg. 13)*

Tim Pelotte, Eight Rod Road, Waterville (Attachment B, pgs. 31-32, 46)

- 29.1. Concern for current condition of Trafton Road with nothing proposed to improve it. (*see Trafton Road Conditions and Future Improvements, pg. 19*)
- 29.2. Expressed concern for the closure of Junction Road. (*see Junction Road Closure, pg. 13*)
- 29.3. Clarify noise study (*see Noise, pg.14*)

Nancy Saucier, 125 Eight Rod Road, Waterville (Attachment A, pg. 26)

- 30.1. Clarify federal interstate spacing guidance relative to Webb Road and also Exit 113 in Augusta. (*see Webb Road Alternatives, pg.19*)
- 30.2. Question of impacts on noise, wildlife and current road conditions. (*see Trafton Road Conditions and Future Improvements, pg.19 and Noise, pg. 14*)
- 30.3. Clarify MaineDOT assuming jurisdiction from Waterville and Oakland for Trafton Road. (*see Trafton Road Conditions and Future Improvements, pg. 19*)
- 30.4. Question need for the project in the absence of development (*see Traffic Analysis, pgs. 15 -18 and City of Waterville letter, Attachment A, pgs. 5-6, Town of Sidney letter, Attachment A, pgs. 8-9, Paul Boghossian letter, Attachment A, pgs. 11-12, Central Maine Growth Council letter, Attachment A, pg. 15, Central Maine Motors Auto Group letter, Attachment A, pg. 16, C.O. Beck & Sons letter, Attachment A, pg. 17, Jeffrey H. Cook letter, Attachment A, pg. 18, Hampton Inn letter, Attachment A, pg. 21, Mid-Maine Chamber of Commerce letter, Attachment A, pgs. 22-23, Midstate Berkshire letter, Attachment A, pg. 24, and Thomas College letter, Attachment A, pg. 27*)

Brad Sherwood, 14 Sawyer Street, Waterville (Attachment B, pgs. 37-38, 49-50, 52)

- 31.1. Explain extent of field work on natural resources. (*see Natural Resources Inventory, pg. 13*)
- 31.2. Concern for current condition of Trafton Road and who will pay to improve it. (*see Trafton Road Conditions and Future Improvements, pg.19*)

Joe Theriault, 438 Eight Rod Road, Waterville (Attachment B, pgs. 29, 45-46)

- 32.1. Skeptical that project will relieve Kennedy Memorial Drive. (*see Traffic Analysis, pg. 15 - 18*)
- 32.2. Should fill First Park and Industrial Park to relieve pressure. (*see Traffic Analysis, pg.16*)
- 32.3. Requested further explanation of the noise study. (*see Noise, pg. 14*)

Thomas College, Beth Gibbs, Senior Vice President & CFO, 180 West River Road, Waterville (Attachment A, pg. 27)

- 33.1. Thomas College would benefit from the proposed interchange through reduced mileage and travel times for students and employees coming from the south. (*No change in EA requested and no response needed.*)

33.2. Benefits would also be realized for trips on KMD with reduced congestion and travel times. *(No change in EA requested and no response needed.)*

33.3. There is a concern for safety at Exit 127 with backups on the I-95 ramps particularly for more inexperienced commuting students. *(No change in EA requested and no response needed.)*

33.4. Increased traffic on West River Road will increase marketing exposure for the College. *(No change in EA requested and no response needed.)*

Randal Tunks, 275 Trafton Road, Waterville (Attachment B, pgs. 29-31)

34.1 Concern for current condition of Trafton Road and bridge and who will pay to improve it. Question on who will do winter maintenance. *(see Trafton Road Conditions and Future Improvements, pg. 19)*

Linda A. Tuttle, 95 Junction Road, Sidney (Attachment A, pgs. 28-29)

35.1 Expressed concern for the closure of Junction Road and limits on access to emergency medical services. *(see Junction Road Closure, pg. 13)*

Responses and Notations to Public Comments Received

Alternatives Analysis

In response to comments received on the April 2014 draft EA, the alternatives analysis has been rewritten in the final EA to more closely relate to Purpose and Need and do so in a more consistent manner for each alternative. The discussion of the Kennedy Memorial Drive (KMD) upgrade alternative and the discussion of the no action alternative are expanded to provide further information in support of the findings and conclusions reached. The basis for the decision to dismiss the Webb Road Alternative is detailed below under the heading "Webb Road Alternative".

Improving access to the Lyons Road interchange as noted on page 7 of the draft EA would involve impacts to an intermittent stream which runs parallel to West River Road at the intersection with Lyons Road. The recommended addition of a right turn lane from West River Road to Lyons Road under this scenario was expected to impact an estimated 136 feet of the stream and likely necessitate rerouting the stream. The bank alongside the West River Road at this location, where the stream runs and where the right turn lane would be located, is very steep. Wetland impacts at this location would amount to approximately 0.06 acres.

The Sidney-Waterville Interchange option discussed on page 12 of the draft EA was dismissed due to design inconsistencies which involved the degree of separation between the northbound and southbound on-off ramps of approximately one mile. This option relied upon the existing bridges at Town Farm Road and Trafton Road but placed the ramps in between these two structures. Northbound on-off traffic would access the interstate from an improved Junction Road while southbound on-off traffic would access the interstate from a new road connecting Trafton and Town Farm Roads west of I-95. The option of Re-Routing the Sidney Town Farm Road, noted on page 8 of the draft EA, evolved from the option just discussed. It called for the removal of the Town Farm Road and Trafton Road bridges and relied upon a new bridge being placed between these two bridges. The environmental impacts for this option would be expected to be roughly equivalent to those of the Sidney-Waterville option although the cost would be greater due to new bridge construction and existing bridge removal.

Eight Rod Road Truck Traffic

Gorrill-Palmer Consulting Engineers submitted to MaineDOT a Traffic Impact Study in 2011 which included calculations for traffic growth on Eight Rod Road, with and without the addition of an I-95 interchange at Trafton Road. The results of the analysis indicate no appreciable change in traffic on Eight Rod Road due to the addition of the interchange. Based on the current road network, Eight Rod Road would be expected to remain a low traffic road serving local land uses consistent with the predominately residential zoning of the area. Intuitively, this makes sense considering the area geography and the available alternative routes. West River Road and Middle Road offer superior alternatives to Eight Rod Road as a north-south connection to access an interchange at Trafton Road. The exception would be for those travelers who live, work or recreate along Eight Rod Road, Webb Road and the southern end of Country Club Road. Note also the response under Junction Road Closure and the proposed realignment with Eight Rod Road. No change to the EA other than the proposed alteration noted under Junction Road is made relative to the comments received on Eight Rod Road.

Farmland Impacts

The proposed interchange does not impact prime farmland, as defined by the Natural Resources Conservation Service of USDA, except at the southern end of the southbound on ramp and that land is within the I-95 right of way and not available for farming. The partial cloverleaf design for the southbound on-off ramps includes within it "Farmland of Statewide Importance", as defined by underlying soils interpreted by the Natural Resources Conservation Service. Much of this area lies either within the I-95 right of way or is part of the disturbed areas where farm buildings once stood and a concrete manure pit remains today. The land within the southbound off ramp is designated by the Maine State Historic Preservation Office as an area not to be disturbed without prior approval. This designation further calls into question the desirability of actively farming this land within the southbound off ramp.

The revised plan, as depicted in the final EA, changes the alignment of the northbound on-off ramps (noted below under "Junction Road Closure") requiring approximately 3.98 less acres of land. This land currently provides a hay crop when conditions allow. All of the land required for the revised partial clover leaf alternative is located within a commercial zone designated by the City of Waterville. No change to the EA other than the proposed design alteration noted under "Junction Road Closure" below is made relative to the comments received on farmland impacts.

Forest Impacts

Reference to tree clearing under the discussion of the Northern Long-Eared Bat on page 22 of the draft EA was deleted. The extent of forested wetlands clearing is estimated to be approximately 0.38 acres and so noted in the final EA. Further details on the assessment of suitable forest habitat for the Northern Long-Eared Bat is provided in the final EA. The proposed interchange will not have a substantial impact on the available habitat for the Northern Long Eared Bat.

Junction Road Closure

The northbound on/off ramp is proposed to be modified by relocating it to the west closer to I-95, allowing Junction Road to remain. This design modification responds to several comments made regarding the proposed closure of Junction Road. This design will realign the southern end of Eight Rod Road to the east opposite Junction Road. The new interchange design is presented in the final EA.

Kennebec Russet Apple Tree

Both the City of Waterville and Trafton Realty are aware of the location of the tree and are working with interested parties to assure that it is protected. The tree is located at the limits of the City right of way for Eight Rod Road. None of the work associated with this project, as outlined in the EA, will cause or require the removal of this tree. No change in the EA is made as a result of comments on the apple tree.

Natural Resource Inventory

Attachment 4 of the draft EA contains the Natural Resource Inventory (NRI). This document details the methods employed and the results. The full Inventory document is available on the Maine DOT website at: <http://www.maine.gov/mdot/planningdocs/waterville-i95-traftonrtd/>. No change in the EA is made as a result of inquiries made on the Natural Resource Inventory.

Noise

Attachment 5 of the draft EA contains the Highway Traffic Noise Analysis that was conducted by MaineDOT in 2013. This document details the methods employed and results determined. This Analysis is available on the Maine DOT website at: <http://www.maine.gov/mdot/planningdocs/waterville-i95-traftonrd/> . The purpose of the noise study was to identify impacts to nearby residences and commercial establishments and determine if any noise abatement measures warrant consideration as a result of the proposed project. For residences, a noise level of 66 dBA or an increase of 15 dBA corresponds to noise impacts. The criteria for commercial properties is 71 dBA or an increase of 15 dBA. Noise impacts of these magnitudes were not identified within the study area. The threshold for the human ear to barely perceive a change in noise typically involves a change of at least three decibels. None of the adjacent residences studied are expected to reach this magnitude of change. The principal noise contribution in the area is attributable to mainline I-95 traffic. As noted in the noise analysis in Attachment 5 of the EA, only two existing residences are expected to experience a change in noise by 2036 greater than what would otherwise be expected without the interchange and for those two, the change amounts to two decibels. In regards to questions on the extent of time professionals were on site taking readings, it is worth noting that field readings are primarily intended to test the traffic noise model used. Once validated, the model (FHWA TNM2.5) is provided inputs of existing and forecasted traffic volumes and vehicle mix to arrive at existing and forecasted noise levels. No change in the EA is made as a result of public comments received on noise.

Off-Road Trail

Several public comments expressed concern over the potential loss of use of Trafton Road for jogging, walking and bicycling. A snowmobile trail is presently located on the east side of the airport traveling from KMD south to Webb Road where it crosses west of the intersection with Eight Rod Road and then goes south until crossing on the south end of Eight Rod Road to then cross at Trafton Brook and Trafton Road to the west side of Junction Road. From here the trail moves into Sidney between Junction Road and I-95 to Town Farm Road. Much of the property used for this trail between Webb Road and Town Farm Road belongs to Trafton Realty. Based on the comments received at the public hearing in regard to bicycle and pedestrian uses along Trafton Road, Trafton Realty is willing to entertain an expansion of off-road trail opportunities on its property if community groups including Kennebec-Messalonskee Trails, the local snowmobile club, the City of Waterville and the Town of Sidney make such a proposal. The proposal would be expected to identify options for locating an all season, multi-purpose trail on Trafton Realty property to serve local residents and the greater community as well as provide workforce wellness options for employees located at the Trafton complex on Trafton Road. No change in the EA is made as a result of public comments received relative to this topic.

Public Water and Sewer Service

Public water is provided down West River Road to the east end of land zoned "Industrial Park" by the City of Waterville at the southwest corner of the intersection of Trafton Road and West River Road. Public sewer is now available along Webb Road due to a recent connection made by the Town of Oakland to the Waterville Sanitary District line along West River Road. The new Webb Road line offers an easier and less expensive means for bringing sewer service down to Trafton Road. Additionally, the Sanitary District recently upgraded its pumping station near the intersection of Webb Road and West River Road and now indicates they have additional capacity of approximately 1,000,000 gallons per day. There is no

water service along Trafton Road away from West River Road. This clarifies the location of these services. No change in the EA is made as a result of comments received on water and sewer services.

Quality of Life Impacts

Cited in the public comments received were concerns for the potential loss to area residents of the rural lifestyle and surroundings currently enjoyed. Some of the more specific concerns such as increases in Eight Rod Road truck traffic, farmland impacts, increases in noise and increased traffic on Trafton Road are addressed in other responses provided herein. Quality of life impacts should be considered against the backdrop of the current location of I-95 and its associated noise and impacts to wildlife and rural living. Also relevant to this discussion is the policy of the City of Waterville (as far back as the 1980's) to locate an interchange at Trafton Road and the City's current comprehensive plan and zoning ordinance that encourages commercial and industrial development along Trafton Road near I-95.

Nevertheless, substantial opportunities exist to execute a plan for this area that maximizes the enjoyment of living at this location. A KMD like development pattern does not need to be the expected long term outcome of locating an interchange at Trafton Road. While there are critics of the lack of a plan for the redesign of Trafton Road, this is an opportunity for the community to engage and articulate their design interests so when improvements are made they reflect local input. Similarly, there is the opportunity discussed above under the heading "Off-Road Trail" to create new amenities for public use superior to current options. With one land owner controlling all of the land south of Trafton Road west of the proposed southbound on-off ramps and a mile east to West River Road and also controlling some of the land on the north side of Trafton Road, there is an unusual opportunity for dialogue to define and plan for desired outcomes. There are also smaller opportunities to mitigate impacts. The glare of headlights from vehicles on the off-ramps can be screened. Overhead lighting can be muted and directed.

Finally, as is so often the case with projects of this type, there are consequences to quality of life for others if there is no action taken. The residences and farms along West River Road that lead to the Lyons Road I-95 interchange deserve equal consideration. No change in the EA is made as a result of public comments received relative to this topic.

Traffic Analysis

Annual Average Daily Traffic (AADT) counts just west of Washington Street on KMD were 14,230 in 1984 growing to 22,470 in 2009 and 24,140 in 2011. All of these counts were recorded by MaineDOT as part of their annual traffic count program. A new MaineDOT count for KMD is not scheduled until the Fall of 2014. Therefore, to update the traffic data, Gorrill-Palmer Consulting Engineers conducted a traffic recorder count on KMD just west of Washington Street that took place between June 10 and 14, 2014 and provided three full days of data gathering. Additionally, peak hour turning movement counts were undertaken on June 12, 2014.

The results revealed, in part, a daily count high of 28,261 on Friday the 13th and a three day average of 27,847. Using MaineDOT methodology, this three day average was adjusted to calculate an AADT of 25,062. The growth rate in AADT from 2009 to 2014 is 2.2% per year which is more than double the 1% growth rate used to make projections in the prior traffic analysis for KMD used in the draft EA.

To put this most recent AADT count in perspective, KMD at this location would rank as the highest volume east of Brunswick and would be the 47th highest count off of the interstate of the approximate 13,000 count locations administered by MaineDOT. This count and comparative information underscores the reliance the region places on the reliable functioning of the KMD Exit 127 interchange.

The observation was made in the public hearing that vehicle miles of travel have declined in recent years. This is true for the state as a whole. Since the most recent economic downturn, economists and traffic engineers have lowered their forecasts for traffic growth. Digging deeper into the numbers, as was done last year by the Maine Service Centers Coalition, there is the revelation that Service Centers, as a whole, saw a modest uptick in vehicle miles of travel during this same period. The traffic counts for KMD at Exit 127 are at variance with the overall statewide trend but not the Service Center experience.

The draft EA notes on page 2 "there is existing capacity to sustain additional growth of up to 20% before dropping to a Level of Service E (presently a LOS C)." Total Entering Volume (sum of all traffic approaching the intersection during the design hour) in the PM peak hour at the northbound ramps on KMD was estimated at 2,695 in 2016. A 20% increase in this volume is 539 vehicles. Based on the growth rate selected for the draft EA of 1%, this increase in volume would be reached in 2034 or two years before the design year of 2036. This analysis was done with Synchro traffic modeling software.

The reference to First Park on page 6 of the draft EA was provided to illustrate for the reader the impact one planned development in the area could have on KMD capacity. It is not offered as a prediction but it is relevant to forecasting volumes for the issuance of traffic movement permits by MaineDOT. The First Park traffic movement permit issued in 2000 anticipates trip generation at full build-out of 2,730 in the AM peak hour and 2,557 in the PM peak hour. The draft EA was based on actual traffic volumes and does not include the unused balance left for First Park. Nevertheless, it is important to note that the additional, as yet unrealized volumes allowed under the First Park permit and, for that matter, the Airport Business Park permit, must be assumed in the baseline when any new development contributing traffic to KMD is reviewed for a traffic movement permit. Under this interpretation, the KMD Exit 127 interchange is already exceeding capacity. This means, as stated on page 7 of the draft EA, new development would be limited under the traffic movement law unless the KMD Exit 127 interchange was upgraded to accommodate additional traffic volumes.

With the new counts discussed above yielding a revised growth rate of 2.2%, the traffic analysis was refreshed and new traffic modeling using the more sophisticated SimTraffic analysis software was conducted. Two scenarios were modeled. The first assumed the 2.2% growth rate with no new growth at First Park or Airport Business Park. There was no growth at either business park between 2009 and 2014 even as a 2.2% growth rate was experienced on KMD. The second scenario assumed this same growth rate but also included a 62% utilization of permitted traffic at First Park and a 50% utilization of permitted traffic at the Airport Business Park both to occur within the 2036 project design year. The higher allowance for First Park is due to existing on site employment approximating 900 already.

In the first scenario, that has FirstPark and the Airport Business Park not attracting a single tenant between now and 2036, traffic conditions deteriorate in the PM peak hour to a LOS E overall by 2036 for the I-95 Northbound/KMD traffic intersection and reach a LOS F specifically for the westbound KMD traffic at this location. In the second scenario, traffic conditions deteriorate to a LOS E for the KMD westbound traffic approaching the northbound off ramp in the year 2028.

By the design year of 2036, under this scenario, the I-95 Northbound/KMD intersection reaches LOS E overall for the AM peak hour and a LOS F for the PM peak hour in the 2036 design year. In both scenarios, queuing backs up to Washington Street resulting in the degradation of access to businesses and public ways located between Washington Street and the northbound off ramp. A similar but less severe problem arises for eastbound KMD traffic seeking to access business south of the FirstPark entrance. Also, FirstPark exiting traffic under the second scenario attains a LOS F in the PM peak hour by the design year. These queues may cause additional degradation of the LOS that is not reflected in the calculations.

The new turning movement counts conducted revealed that the combination of west and eastbound KMD right turning traffic to I-95 southbound in the AM peak hour grew from 352 in 2010 to 484 in 2014, a 37.5% increase. Also in the AM, the combined west and eastbound KMD right and left turning traffic to I-95 northbound grew from 368 in 2010 to 401 in 2014. This data indicates a shifting emphasis between 2010 and 2014 to the southbound interstate traffic both in rate of growth and overall volumes. This is relevant to the function a Trafton Road interchange could perform in relieving this growth by offering an alternative route that for a segment of these travelers would involve fewer miles and/or less travel time.

While the AM peak hour is experiencing the most growth, the PM peak hour appears to be where capacity issues will first become problematic. For traffic safety reasons, there is particular interest in the backups observed on the northbound off-ramp that now approach the mainline. This was not only reported in public comments on the draft EA but also observed in the field on June 12, 2014. This PM peak hour experience is also one which a Trafton Road interchange would relieve.

It was also noted in field observations on June 12, 2014 that queues extended at times in the westbound KMD lanes from the signalized intersection with First Park back to the signalized intersection at the southbound off ramp resulting in difficulties for traffic entering KMD from the southbound off ramp. It was also noted that west bound traffic on KMD between Washington Street and the northbound on-off ramps backs up to obstruct entrances on KMD as well as access to Jackson/Jefferson Streets. Finally, public comments on the draft EA note that left turns either out of the Hampton Inn onto KMD or out of the Airport Road onto KMD are difficult for those motorists. This condition was also cited in the First Park and Airport Business Park Traffic Movement permits issued back in 2000.

Based on calculations of Gorrill-Palmer Consulting Engineers, the proposed Trafton Road Interchange is estimated to initially relieve Exit 127 northbound and southbound AM and PM traffic volumes by an approximate 8%. The function of Exit 127 will continue to deteriorate even with the Trafton Road interchange in place but, as it does, traffic will redistribute to the most efficient routes. Today, traffic coming from or destined to I-95 south that flows through the KMD/West River Road intersection would find a Trafton Road interchange superior to using Exit 127 in both distance and travel time. Therefore, a Trafton Road interchange provides an even stronger attraction for Route 137 traffic crossing the Donald Carter bridge and either coming from or destined to I-95 south. As the public comment from Midstate Berkshire reveals, the Trafton Road Interchange would be of value to them for both their Waterville and Winslow facilities. Similar comments were offered by Thomas College an obvious beneficiary. Finally, the proposed interchange offers a competitive alternative for travelers either coming from or destined to I-95 south flowing through downtown Oakland or Route 11 over the north end of Lake Messalonskee.

Another consideration is the need for an emergency alternative to Exit 127 to reroute traffic coming from or destined to I-95 south. The public comment from the Hampton Inn noted this need particularly in the winter when closures occur due to

accidents on the Exit 127 northbound off ramp. The proposed Trafton Road Interchange is well suited to serve as an emergency alternative.

At this point, it is important to step back and consider the area road network and its connectivity. In recent decades, development has often occurred in a linear pattern as illustrated by KMD and similar routes in many of Maine's larger communities. Often this linear development is spurred by connections to an interstate interchange as again is illustrated by KMD and similar routes in many other communities. This pattern of concentrating traffic on a strip or at a node contrasts with the more traditional roadway grid systems exemplified by downtowns which did a better job of dispersing traffic and providing interconnectivity. The proposed Trafton Road interchange offers Waterville and the greater region the opportunity to improve network balance and connectivity. The no action alternative perpetuates the concentration of traffic at a single node and adjacent route.

While the preceding discussion has focused on KMD and Exit 127, there is also the Sidney, Lyons Road interchange to consider. To accommodate trip generation from Trafton Road and points north, Route 104 (West River Road) serves as the primary conveyance to the Lyons Road interchange. West River Road is improved with wider shoulders in Waterville than in Sidney. Road and shoulder width correlate with the incidence of traffic accidents. The narrower the road the higher the expected incidence of accidents. MaineDOT accident data document this finding and also reveal that the best traffic safety performance is provided on the interstate system. Therefore, moving traffic away from narrow roads and onto I-95 as directly as possible is beneficial to public safety.

In addition to road width, the land uses along West River Road in Sidney are mostly residential and agricultural and differ from those in Waterville that reflect a mix of commercial, institutional, industrial and residential. This distinction is important to determine the best approach to accommodate traffic generators while minimizing traffic impacts. The Sidney agricultural uses regularly generate the movement of slow, over dimension farm equipment and cattle crossings along West River Road. The Trafton interchange alternative avoids and minimizes this traffic safety conflict. It also reduces traffic impacts on residential uses while simultaneously reducing travel times and/or distances for the primary traffic generators to the north. To access I-95 from the intersection of Trafton and West River Road requires four miles less travel using a Trafton Road interchange versus the Lyons Road interchange. This distance savings translates to time savings due to the speed limits allowed on I-95 compared to West River Road. The Lyons Road interchange provides important service to Sidney but for the developed areas of southern Waterville and Winslow its use requires more miles and time traveling on roads that are less safe with more negative effects on adjacent land uses compared with a Trafton Road interchange.

A final matter raised in the public comments involves the traffic projections for Trafton Road with and without the proposed interchange. For the PM peak hour in 2016 without the interchange, Trafton Road volumes just west of West River Road are projected to be 79 and with the interchange at the same location 330. On Trafton Road just east of Middle Road, the PM peak hour 2016 volume without the interchange is projected to be 46 and with the interchange at the same location, it is projected to be 186.

Trafton Properties Traffic Movement Permit

Pursuant to the provision of 23 M.R.S.A. § 704-A and Chapter 305 of MaineDOT's Regulations, MaineDOT issued a Traffic Movement Permit to Trafton Properties in November of 2011. None of the alternative actions required in this permit have been initiated. The proposed development that would trigger required road improvements has not

commenced. Trafton Properties, under the terms of the permit can either undertake the improvements noted on page 7 of the draft EA under the No-Action Alternative or support the construction of a full access I-95 interchange at Trafton Road. No change in the EA is made as a result of comments or questions on the Traffic Movement Permit.

Trafton Road Conditions and Future Improvements

MaineDOT will assume jurisdiction over Trafton Road from the City of Waterville and the Town of Oakland from West River Road to Middle Road following the completion of the proposed interchange. Trafton Road will become a State Aid Highway and going forward from that point, the capital condition of the road will be the responsibility of MaineDOT. Road maintenance functions such as snow removal will remain the responsibility of the City of Waterville and the Town of Oakland as is the case with other state aid roads across Maine.

MaineDOT intends for capital improvements to Trafton Road to be scaled appropriately to meet traffic growth and changes in vehicle mix. Initially, improvements may only involve pavement treatments or spot improvements to remove traffic hazards. MaineDOT does not intend to make substantial alterations to the road in advance of development growth that will define the nature and extent of improvements needed. This approach will help assure the right sizing of the road improvements. For substantial capital improvements beyond repaving, MaineDOT will collaborate with the City of Waterville and will provide the public opportunities for input in design considerations.

A related issue is the Trafton Road Bridge, #5812, crossing over I-95. The bridge concrete deck was rehabilitated in 1993, and repairs to the superstructure were completed in 1998. It is MaineDOT policy to maximize the useful life of existing bridges. At present, the remaining service life of this bridge is estimated to be 15 to 20 years, at which time the structure will require rehabilitation or replacement. The proposed interchange design considers the replacement of this bridge when it is needed. The ramps are located to accommodate a new bridge to the south of the existing one. No change to the EA is made as a result of comments made on Trafton Road conditions and future improvements.

Webb Road Alternative

The Webb Road alternative was dismissed from consideration, as the City of Waterville previously stated they are not in favor of an interchange at Webb Road. In addition, this alternative would not meet the desirable minimum interchange spacing. The interchange spacing between Webb Road and KMD was estimated to be approximately 1.4 miles. According to "A Policy on Design Standard Interstate System" published by AASHTO in January 2005 and adopted by FHWA in accordance with 23 CFR 625.4, the recommended interchange spacing is 3 miles in rural situations and 1 mile in urban situations based on crossroad to crossroad spacing. In urban areas, spacing of less than one mile may be developed by grade-separated ramps or by collector-distributor roads. In Augusta, a collector- distributor was recently constructed between northbound Exit 112 and Exit 113 to allow for merging/diverging and accelerating/decelerating traffic and qualifies for urban spacing, while Webb Road does not. No change is made to the EA as a result of comments made on Webb Road.

Attachment A



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751

Regulatory Division
CENAE-R-51

May 8, 2014

Darryl Belz, P.E.
Bureau of Planning
Maine Dept. of Transportation
16 State House Station
Augusta, Maine 04333

Dear Mr. Belz:

This is in response to your request for comment on the Environmental Assessment (“EA”) for the proposed new interchange at the intersection of I-95 and Trafton Road at Waterville, Maine.

We have completed our review of the EA and have prepared the attached comments. Since the EA is already a final document, they are submitted for your future reference as we continue interagency coordination on the project. In general the document provides a good overview of the transportation needs and alternative strategies for addressing those needs in the study area. The document also provides a good overview of the project and the affected environment.

If you have any questions concerning this matter, please contact Jay Clement of my staff at 207-623-8367 at our Manchester, Maine Project Office. Thank you for the opportunity to comment.

Sincerely,

Jay Clement for

Frank Del Giudice
Chief, Permits & Enforcement Section
Regulatory Division

Attachment
Copies Furnished:
Cassandra Chase – FHWA
Mark Kern – US EPA
Tom Davidowicz – US FWS
Dan Tierney – NMFS
David Gardiner – Maine DOT
Dawn Hallowell – ME DEP

**CORPS OF ENGINEERS COMMENTS ON
ENVIRONMENTAL ASSESSMENT (“EA”)
FOR THE INTERSTATE 95 TRAFTON ROAD INTERCHANGE
CITY OF WATERVILLE & TOWN OF SIDNEY**

1. Purpose & Need, Page 6. The EA indicates that KMD has existing growth capacity of 20% before dropping to a LOS E. The project design year is identified as 2022. How do traffic projections in year 2022 compare to the 20% growth capacity?
2. Same section. It is worth noting that the First Park subdivision has remained essentially stagnant since the existing seven lots were first developed. Presumably traffic movements have nothing to do with that fact. It is presumptuous to think it will be built out any time in the near future (thereby affecting project purpose and need). Similarly, the Waterville Airport Business Park expansion was permitted in 1998 and has remained undeveloped since an access road was built circa 2000. Using these developments in traffic forecasts may be unrealistic.
3. Same section. It is clear that the KMD interchange is the key choke point in the traffic analysis yet the alternatives analysis later in the document doesn't address reconfiguring/reconstructing the interchange as an alternative.
4. Same section. In the last paragraph before the stated purpose the EA notes that the Traffic Movement Permit for the expansion of the Trafton Road industrial facilities was predicated upon improvements being made to add traffic capacity. What were those improvements specifically and have they all been implemented?
5. Same section. The EA does an excellent job keeping the project purpose focused on transportation need rather than on economic development.
6. Alternatives, Page 7. The no build discussion notes that proposed development otherwise dependent upon KMD would be limited under Maine's Traffic Movement law. While this is apparently true for development south of the city (vic. Trafton Road), is this necessarily a true statement for build out at First Park or the Waterville Airport Business Park?
7. Same section. The no build alternative would apparently impact a stream crossing. What exactly would those impacts amount to?
8. Same section, Page 8. The last bullet arguing against the no build alternative has no place in this document. It brings in a purpose/need not identified in the purpose discussion on Page 6. This is a transportation project, not an economic development project.
9. Same section/page. Later in the EA (Page 12) there is reference to an upgrade alternative. A discussion of upgrade alternatives would traditionally follow a discussion of the no build. And the discussion on Page 12 falls far short of demonstrating why a full reconstruction or reconfiguration of the interchange doesn't meet the project purpose, isn't practicable, or isn't less environmentally damaging.

10. Same section/page and Page 9. The discussion of the Diamond Interchange at Trafton Road and Re-routing Sidney Town Farm Road could benefit from adding an analysis of how each alternative meets the Section 404(b)(1) Guidelines. This should be included in any future permit application.

11. Other concepts, Page 12. As previously noted, the discussion of the upgrade alternative should include a discussion of full reconstruction/reconfiguration of the KMD interchange. It should also expand on any other upgrade options considered/implemented, their costs, and LOS achieved or possibly achieved.

13. Same section. The EA notes that a new interchange at Webb Road would be inconsistent with FHWA rural interchange spacing guidelines. Explain what these are specifically. And explain why an interchange on Webb Road, at approximately 1.6 miles from KMD, is inconsistent when there are locations along the I-95 corridor where interchanges are closer (e.g. Augusta Route 3 – 3100' from Route 27). Are there other reasons why a Webb Road interchange doesn't meet the project purpose or why it is environmentally more damaging?

14. Same section. The EA notes that a Town Farm Road interchange would be relatively removed from utility related development assets. What exactly does this mean? Discuss specifically how this alternative compares to the project purpose and the Section 404(b)(1) Guidelines.

15. Same section. The EA notes that a Sidney-Waterville accessing Junction Road was rejected due to 'design inconsistencies'. What exactly does this mean? Discuss specifically how this alternative compares to the project purpose and the Section 404(b)(1) Guidelines.

16. Same section. All of these 'other concepts' should be discussed and dismissed consistently with the alternatives on Pages 8 & 9.

17. Public Involvement, Page 15. There are several references to widening Trafton Road but it is unclear whether this is part of the project at this point. If so, please insure that its impacts to aquatic resources are quantified in any future application.

18. Cultural Resources, Page 16 & 17. No mention is made of tribal coordination in the EA. This is an important oversight. If this coordination did not occur, it must.

19. Table 2 Impacts, Page 20. It is unclear whether there will be any clearing of forested wetlands associated with the project. If so, those impacts need to be quantified as secondary impacts, particularly if cleared areas are not allowed to come back to forest cover.

20. T&E Species, Page 22. The second paragraph contains information on deer wintering areas. This does not belong in this section as deer are not a state or federal T&E species. Probably it belongs in the 'Other' section on page 23.

21. Same section. The EA indicates that all tree clearing will be completed in 2014 (relative to Northern Long Eared bat). This might not be accurate since state and federal permit applications have not yet been submitted.

22. Same section. The discussion of bat habitat could benefit from clarifying if there are any habitat suitable trees in the project area, how many, how many will have to be cut, and what the predicted impact on the specie will be.

23. Early coordination, Page 23. I believe the Corps was at the same preapplication coordination and I believe our concerns included the need for a thorough alternatives analysis.

24. Mitigation, Pages 25 & 26. The Corps recommends that DOT pursue in lieu fee as the preferred form of compensation in this case. The wetlands around the project area have already been identified as having relatively low value. To attempt to create more of the same seems inadvisable. At the same time, reed canary grass is pervasive throughout the system and trying to control that in the long-term, particularly in wetland creation sites, would be extremely challenging. Finally, the mitigation sites would have to be protected in perpetuity. There are no other protected resources in the area to tie in to; you wouldn't be protecting particularly valuable resources; you have a preferable and practicable alternative (ILF); and it is doubtful that a land trust or similar conservation group would be interested in a conservation easement on such a relatively isolated parcel.

25. Cumulative impacts, Page 27. For future NEPA documents, please consult with the Corps like you did with DEP and the towns to determine what Corps permit actions may have been taken in the area. This will only enhance your discussion.

26. General. Although the EA wisely steered away from previous discussions of economic development, the fact remains that existing and possible future development drives much of the purpose and need. The EA points out that historically projected development in the Waterville area has not materialized. The Corps is aware of commercial subdivisions off KMD, Airport Road (all the way to Webb Road), and Industrial Street that have essentially had no development despite over 10 years of availability. The industrial property off Trafton Road has been municipally approved for expansion for at least three years. As previously noted, it is difficult to imagine that traffic movements are the only limiting factor. Any future Corps permit application needs to thoroughly explain the community's rationale for encouraging growth along its southern periphery and in so doing, the need for a new interchange, when there are so many other vacant growth areas already in the community. Keeping the discussion focused on existing and perhaps near term LOS deficiencies and alternative to address those deficiencies (as opposed to encouraging sprawl) will be key.



Office of
the City Manager

RECEIVED
MAY 20 2014

May 15, 2014

Darryl Belz, P.E.
Maine Department of Transportation
Bureau of Planning
16 State House Station
Augusta, ME 04333-0016

Dear Mr. Belz:

This letter regards the draft Environmental Assessment released by the Department pertaining to the Trafton Road I-95 Interchange project proposal. The City of Waterville supports the definition of Purpose and Need and the selection of the Preferred Alternative presented in this Assessment. The City convened a Project Advisory Committee that considered these matters. That Committee made recommendations which were adopted by the City Council. City staff engaged in the process of developing this document on numerous occasions. The construction of an I-95 interchange at Trafton Road has received City support since the 1980's. This project is consistent with the City's current Comprehensive Plan.

In regards to the environmental impacts the Assessment addresses, the City agrees with the findings presented. It is noteworthy that the proposed project would have few impacts to natural resources other than the 1.4 acres of unavoidable wetlands noted. The wetlands that would be impacted were evaluated as functionally degraded. These wetlands were previously affected by the construction of I-95 and the historic and present day agricultural activities taking place on site. The one stream located at the project site is intermittent and the design associated with the preferred alternative clearly exceeds the design of the interstate in accommodating this same intermittent stream. As for past human activity at this site, the City concurs with the finding of no evidence of hazardous materials nor evidence of protected historic resources as noted by the SHPO. Finally, the proposed project does not require the taking of any residences or other buildings.

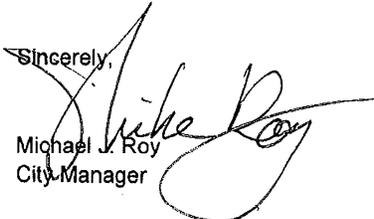
I am aware that there is some public concern that an interchange at this location would alter the rural character of this portion of the City. I appreciate that concern but note the City's long standing support for the project and the zoning for this portion of the City that has been in effect for decades. That zoning provides for both industrial and commercial uses along Trafton Road within the City of Waterville.



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mroy@waterville-me.gov | www.waterville-me.gov

Waterville presently confronts a very difficult set of financial conditions exacerbated by a high incidence of tax exempt property, relatively low residential home values and a small geographic size to accommodate new development. The proposed Trafton Road/I-95 interchange will help the City address traffic management concerns at Exit 127 while also providing opportunities for economic growth and an expansion of our tax base.

Thank you for placing these comments from the City of Waterville on the record.

Sincerely,

Michael J. Roy
City Manager

cc: City Council ✓
John Melrose ✓

MJR/ae

Peter A. Nielsen
Town Manager
P.O. Box 187
Oakland, ME 04963



Ph. 207-465-7357
Fax 207-465-9118
pnielsen@oaklandmaine.com

May 8, 2014

Darryl Belz, PE
Maine Department of Transportation
16 State House Station
Augusta, Maine 04333-0016

Cassandra Chase
Federal Highway Administration
Edmund S. Muskie Federal Building
40 Western Ave, Room 614
Augusta, Maine 05330

Greetings:

On April 30, 2014, the Oakland Town Council expressed its concern for the likely effects of increased traffic on Trafton Rd., if a new exit ramp on/off I-95 is developed.

The Oakland end of Trafton Rd. is narrow, with narrow shoulders, and has a bad curve at the Waterville town line. With the prospect of additional traffic from a new interchange, the Oakland Town Council is not desirous of undertaking the cost of reconstruction.

The Council has previously expressed its view that traffic should be directed to the businesses along Kennedy Memorial Drive, and not be diverted onto other roads. The prospects for needing to rebuild Trafton Rd. add more reason for not supporting the project.

The Council requested a summary of any plans by MEDOT or other entities that might relieve the town of responsibility for a road rebuild connected to this project.

Respectfully Submitted,

Peter A. Nielsen
Town Manager

Town of Sidney, Maine

2986 Middle Road, Sidney, ME 04330

Phone: 207-547-3340/207-547-3159 Fax: 207-547-5054

May 5, 2014

Darryl Belz, P.E.
Maine Department of Transportation
Bureau of Planning
16 State House Station
Augusta, ME 04333-0016

RECEIVED
MAY 08 2014

Dear Mr. Belz:

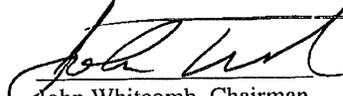
The Sidney Board of Selectmen agrees with the findings and recommendations presented in the draft Environmental Assessment prepared by the Department and FHWA regarding the proposed I-95 Trafton Road Interchange. The Town supports the definition of Purpose and Need and the selection of the Preferred Alternative presented in this Assessment. The Town was kept apprised during the preparation of this document and the Interchange Justification Report. We have met with the proponents of this project and we have two individuals representing the Town on the Project Advisory Committee formed by the City of Waterville. In 2010, we went on record to encourage the planning work that has taken place so far.

We note that the EA proposes closure of Junction Road on the Waterville end and that this recommendation poses some uncertainty as to what is the best course of action. We understand that the rules require a minimum of 500 feet of separation from interstate on-off ramps and another intersection. This means Junction Road must be either discontinued on the Waterville end or relocated at least 500 feet away from the northbound on-off ramps. We wonder if there is a middle ground that allows everyone to wait and see how demand for a relocated Junction Road develops. In this regard, we would suggest that consideration be given to retaining the physical structure of Junction Road into Waterville for at least 200 feet past the culvert carrying an intermittent stream and past the existing access point to the field on the east side of the Road. The rest of Junction Road further to the north could be removed and remediated. This approach would allow avoidance of the installation of a new road and culvert in the future in this section if and when access to Trafton Road is deemed warranted.

In regards to the rest of the EA document, it is apparent that the preferred alternative would have relatively few impacts to natural resources. Those impacts occur almost entirely in Waterville so we will leave it to the City to comment further on these impacts. We believe that the no action alternative would result in greater adverse impacts to our community as development on West River Road and Trafton Road increases traffic and there is no access to I-95 other than the Lyons Road Interchange.

Thank you for providing this opportunity to comment. Please consult with us in the future as to matters pertaining to the Town of Sidney.

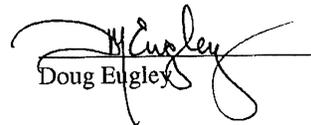
Sincerely,
Town of Sidney
Board of Selectmen


John Whitcomb, Chairman


Laura B. Parker


Kelly Couture


Peter Schutte


Doug Egley

cc Mike Roy, City of Waterville

May 16, 2014

Bureau of Planning
Attn: Darryl Belz
16 State House Station
Augusta ME 04330-0016

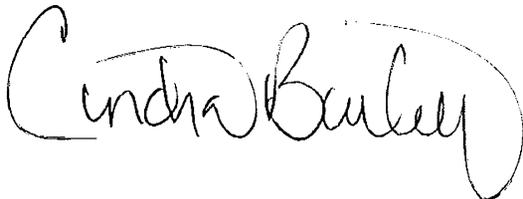
Planning Board

This is a quick note concerning the I-95 interchange proposal. I live in the area and do NOT support this proposal. I travel I-95 daily using both the Lyons Road and Kennedy Memorial Drive ramps. I don't see the need or any advantage to this proposal except to help Trafton Realty LLC develop the 900+ acres that they own. I feel the cost to the city and state as well as to Maine's environment will be huge.

I was unable to attend the May 8th meeting, very glad to have a chance to write my comments stating that I don't support this proposal.

Thanks again for the chance to write.

Cindra Bailey
42 Webb Rd
Waterville 873-4448

A handwritten signature in black ink that reads "Cindra Bailey". The signature is written in a cursive style with a large, sweeping initial "C" and a long, horizontal flourish at the end.



RECEIVED
MAY 02 2014

Hathaway Holdings, LLC
10 Water Street
WATERVILLE, ME 04901
207-873-1800

April 28, 2014

Darryl Belz, P.E.
Maine Department of Transportation
Bureau of Planning
16 State House Station
Augusta, ME 04333-0016

RE: I-95 Trafton Road Interchange Environmental Assessment

Dear Mr. Belz,

I am writing to you in support of the Trafton Road I-95 Interchange project described in the Environmental Assessment recently released by MaineDOT and FHWA. The alternative presented in the assessment correctly reflects the best approach to address the growing congestion at the KMD/Exit 127 I-95 interchange. This alternative provides the least impact to the environment and property owners. It also would facilitate ready access to the southern parts of Waterville; access that currently is subpar.

You may know that I have significant investments in Waterville and am deeply involved in numerous efforts to bootstrap the local economy. A Trafton Road interchange, in my opinion, would lend a significant boost to adding jobs locally;

especially as it pertains to development around the Waterville airport where there are significant tracts that have industrial development potential. One large parcel, in fact, is city-owned and has foreign trade zone status.

In closing, I applaud the addition of a new interchange and thank you for your help in making that happen as well as your consideration of these comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Paul Boghossian', written over the word 'Sincerely,'.

Paul Boghossian

May 2 ,2014

To: Darryl Beiz, P.E.
Maine Department of Transportation
Administration
Bureau of Planning
Federal Building
16 State House Station
614
Augusta, ME. 04330
(207) 624-3275
darryl.beiz@maine.gov
cassandra.chase@dot.gov

To: Cassandra Chase
Federal Highway

Edmund S. Muskie
40 Western Ave, Room

Augusta, ME. 04330
(207) 512-4921

Subject: Public Comment Regarding the Proposed I-95 Interchange Construction, Waterville.

As property owner's of land located on the Trafton Rd. Waterville, we are totally opposed to this I-95 Interchange. Our opposition comes solely from sentiment stemming from the beliefs of our ancestors. We recognize that we are jeopardizing the tranquility of the areas in the study, for our future generations, all in the name of economic growth.

We have studied the environmental assessments and justification reports, noting the studies have merit. However we would be remissed if we did not express a reminder of what our family members have gone

through. They worked and shed sweat over many generations to maintain our farmland for the security of our children. My great grandfather purchased, worked and sustained life from this land as did my grandfather. I want to add that my grandfather experienced having to give up acreage for the growth of Waterville, when Interstate 95 went right through it. This project broke the land into parcels that became landlocked and unusable to this day. My grandfather never gave up, through the war he sustained himself and his family on this land. My dad continued with the same beliefs, instilling in his children the importance of being good stewards, saying "in the end the land is all you will have to sustain your families life". As the eldest I too taught our children to take care of what land was left, even though it was so little. My daughter supported her family by operating a riding school here, and sending our granddaughter off to college with the same thought in mind. Studying the environmental sciences with the expectation that she will come back and carry on the same legacy. She now is sharing concerns with us about what will be left in this rural/residential area and the type of quality it will leave for her future family. Will this type of development chase her away, as it has so many of our children, to find a tranquil life elsewhere. For 65 years I have watched the development of KMD, where I use to ride horses, to where I now drive an alternative route and go into Oakland so as to avoid KMD. Do we really need another KMD on the Trafton Road? I realize I am only speaking for a minority number, the past and future generations of the Pelotte family. Six generations to date, as opposed to the many who have moved here from other states to say their way is better.

Many analysis report this modernization is needed to sustain growth in Waterville, whereby it has been noted that many expansions will go on even without this interchange. Work will continue at Thomas College, the Waterville Robert LaFleur Airport, the development of the Airport Business Park and the Brownfield site. They are not contingent on this project! If it is to be then we do recognize the current partial clover leaf design is best, however we are not in agreement that this entire project is necessary currently. We maintain holding on to some of the peace and serenity that only comes from rural surroundings.

We can not attend the May 8, 2014 public meeting, but not because this is not important to us. We are out of state because of illness, so we would ask that this letter be read, so that others can note that this project does have opposition. We are thanking in advance for doing so and acknowledging our position. We may be reached via e-mail jeanted1@yahoo.com.

Sincerely;
Jean (Pelotte) Brown
Theodore H Brown

Belz, Darryl

From: john.p.bunker@gmail.com
Sent: Thursday, May 22, 2014 6:43 AM
To: Belz, Darryl
Subject: Comment from the Trafton Road Interchange Draft EA Document

Comments: Thoughts on the proposed Waterville I-95 Trafton Road Interchange:

As you may know, a huge swath of Maine's highest quality farmland sits on either side of the Kennebec River, stretching from below Skowhegan all the way to the coast. Young farmers are now flocking to central Maine. They want to farm here. They need farmland. They do not need more highway exits and short-lived unsustainable development. Fortunately, we have plenty of Home Depots and Lowe's and Walmart's and the like. We have enough to last several lifetimes. These young farmers would use this magnificent land sustainably. In fact, they would improve the land year after year.

California is experiencing terrible drought. Do we want to rely on food "from away" in the future? Maine's abandoned farmland is our greatest untapped asset. It could provide us with healthy food, good jobs and tax revenues for generations to come. All this with virtually no negative impact on the environment what so ever.

Many of our classic heritage fruit varieties originated along both sides of the Kennebec as well, including several here in the Sidney-Waterville area. One in particular is the extremely rare Kennebec Russet. The only known remaining specimen is on the east side of the Eight Rod Road, a couple of hundred feet north of the Trafton Road. This ancient tree is a reminder of an agricultural past that has faded in recent decades but is now making a comeback. Would it too be a victim of a highway exit?

As we consider altering our agricultural landscape for generations to come, it is important for us to be mindful of those resources that might now be lost. If the new interchange project goes through, many acres of our highest quality farmland will be lost forever. It also may be that one of the Waterville area's horticultural treasures, the last existing "Kennebec Russet" tree, will be lost as well.

Sincerely,
John P Bunker
Fedco
P.O. Box 520
Waterville ME 04903
E-Mail: john.p.bunker@gmail.com
Name: John P Bunker
Date: 05/22/2014



Central Maine Growth Council

It's our future - Let's build it together!

April 29, 2014

Darryl Belz, P.E.
Maine Department of Transportation
Bureau of Planning
16 State House Station
Augusta, ME 04333-0016

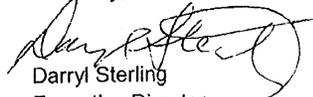
Dear Mr. Belz:

In March of 2010, the Central Maine Growth Council endorsed the initiative that brings us today to the publication of the Trafton Road I-95 Interchange Environmental Assessment. We are pleased that the project has progressed to this point. We continue to favor this project and believe the Environmental Assessment is properly presented.

The Growth Council is keenly aware of the immediate need to improve the City of Waterville's tax base and thereby lower its high tax rate which is a deterrent to community vitality. This need cannot be addressed if we write off the development prospects for the southern half of the community. Yet, under Maine's Traffic Movement Permit law, we know that the growing problem of congestion at the KMD/I-95 interchange will limit growth for the southern half of the community unless traffic relief is provided. The proposed Trafton Road Interchange is in the right place to address Exit 127 congestion and restore balance to the use of our transportation network. Please don't hesitate to contact me should you have any questions.

Thank you for providing an opportunity to submit these comments.

Sincerely,



Darryl Sterling
Executive Director



CENTRAL MAINE MOTORS AUTO GROUP

Quality Sales & Service Since 1935

May 19, 2014

RECEIVED
MAY 22 2014

Darryl Belz, P.E.
Maine Department of Transportation
Bureau of Planning
16 State House Station
Augusta, ME 04333-0016

Dear Mr. Belz,

These comments are offered in support of the proposed Trafton Road I-95 Interchange as presented in the Environmental Assessment your agency produced. My business, Central Maine Motors Auto Group, is located on Kennedy Memorial Drive (KMD) and over the years I have witnessed both the growth in KMD traffic and the value that traffic growth has brought not only to my business but to all up and down the corridor and beyond. Unfortunately, not all traffic translates into business opportunities and too much traffic can become a deterrent to business when it results in time delays and safety considerations that create inconveniences for customers.

There will be diminishing returns to our business and the area economy when Exit 127 reaches its carrying capacity in the not too distant future. Potential customers will then avoid KMD and the associated hassle of getting through the congestion. The already existing safety hazards of back ups on the off ramps of the interstate and dangerous left turns out of businesses on to KMD are problematic.

The proposed Trafton Road interchange would help to remove through traffic on KMD that does not intend to do business locally but rather wants to get to a more distant destination as conveniently and safely as possible. The traffic relief for KMD is needed today as is a means to accommodate traffic growth in southern Waterville as this area continues to grow.

Thank you for your consideration of these comments.

Sincerely,

Charles R. Gaunce
President
Central Maine Motors Auto Group

C.O. BECK & SONS

INC.

ROOFING & SHEET METAL CONTRACTORS

76 Eastern Avenue, P.O. Box 1150
Waterville, Maine 04903-1150
Telephone: 872-5861 / Fax: 872-8771
Email: info@cobeckroofing.com
Visit Us At - www.cobeckroofing.com

RECEIVED
MAY 06 2014

May 2, 2014

Darryl Belz, P.E.
Maine Department of Transportation
Bureau of Planning
16 State House Station
Augusta, ME 04333-0016

RE: I-95 Trafton Road Interchange Environmental Assessment

Dear Mr. Belz:

I am providing the following comments on the Trafton Road I-95 Interchange project described in the Environmental Assessment recently released by MaineDOT and FHWA. The preferred alternative presented in this Assessment correctly reflects the best approach to address the growing congestion at the KMD/Exit 127 I-95 interchange. This alternative provides the least impact to the environment and property owners.

Long ago, public water service was brought down to Trafton Road. Rather recently, sewer service came down Webb Road from Oakland and a nearby pump station was upgraded to provide more capacity. Three phase power is now at Trafton Road and prospects for delivering natural gas are not far off. Incredibly, we have a large parcel of land in the area available for development. However, there are serious questions as to the capacity of the Exit 127/KMD interchange to handle the additional traffic that would be generated from development. A Trafton Road interchange removes this obstacle and provides relief to the KMD interchange.

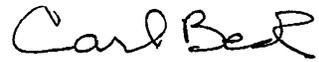
I am a business owner in Waterville. In 2013 our firm installed a new roof on the former Wyandotte building. This was a major project and dealing with Harry and his company was great.

I know that Trafton Enterprises plans to build one or more buildings. This would be great for the local economy.

It seems that at least once a month there is an accident on KMD in Waterville. A new exit would be welcome by all.

Thank you for your consideration of these comments.

Sincerely,

A handwritten signature in black ink that reads "Carl Beck". The signature is written in a cursive style with a large, looped 'C' and 'B'.

Carl L. Beck

CLB/nb

Melrose, John

From: Belz, Darryl [Darryl.Belz@maine.gov]
Sent: Monday, April 28, 2014 9:37 AM
To: Melrose, John
Subject: FW: Comment from the Trafton Road Interchange Draft EA Document

-----Original Message-----

From: aviator2@roadrunner.com [<mailto:aviator2@roadrunner.com>]
Sent: Sunday, April 27, 2014 8:10 PM
To: Belz, Darryl
Subject: Comment from the Trafton Road Interchange Draft EA Document

Comments: This interchange will likely in the long run prove to be a plus for the city regarding future development opportunities. I can not view this as an immediate boon but any opportunity to provide easier access and egress to 95 can not possibly be a negative to the community as a whole. Land south of KMD will never ever become viable agriculture land or for that matter residential land. Most likely, any attempt to develop residential geography without jobs is a folly at any sensible level of academic thinking. Commercial development and jobs must be first in order to support residences. Opting for jobs and an increased tax base should be foremost in any communities plan that truly seeks to advance itself into the future. Not doing this would be a boot on the throat of future progress!

E-Mail: aviator2@roadrunner.com

Name: Jeffrey H. Cook

Date: 04/27/2014

Belz, Darryl

From: blist-f@roadrunner.com
Sent: Monday, May 12, 2014 9:49 PM
To: Belz, Darryl
Subject: Comment from the Trafton Road Interchange Draft EA Document

Comments: To All,

After the May 8th meeting at Thomas College it's even more obvious that the majority of Waterville residents are not in favor of the proposed I-95 Trafton Road project. As mentioned many times in the meeting this project's design and sole purpose is to benefit Trafton Properties only!

- Traffic is going to increase greatly! In one of your "surveys" it stated the Trafton Road has around 600 vehicles a day where did that come from? We probably average 40-50 vehicles a day; it could be that per hour and much larger trucks if this project proceeds!
- You all say that there is no plan "now" to widen or work on Trafton Road, but it will have to happen. The Trafton Road can barely handle the little traffic it gets now and defiantly could not handle the increase in volume and weight that will be added if this new interchange happens. We have had several bad accidents near our house in the last several years.
- There will be great impact on the wildlife in the areas of the ramps! In both locations we see deer, turkeys, ducks, canadian geese and foxes every day. There has also been a bald eagle in the trees where the South bound ramps will be going!
- There are also many bicyclists, joggers and many walkers every day on the Trafton Road. For their safety this would all stop!
- Along with the great increase in traffic comes noise and there will be a lot of that 24/7! The proposed ramp on the West side will be almost across the street from our property! Could be as close as 200' from our bedroom! I can imagine the Jake brakes, squealing tires, shifting gears and engines revving all very close to our house! Every South bound exiting vehicles lights will be hitting our house! How would any of you like that?
- Along with all this comes our house value! I spoke to a few realtors and I can expect to decrease \$30,000-\$50,000 in value to our home if this ramp happens because of loss of scenic view, traffic increase, noise and if the road widens and we could lose our trees in front of the house! No one will want a home that close to the road with all that noise and traffic! It would be very hard to sell.
- In your presentation on May 8th it stated that the Trafton Road has city water and sewage, no residence has any only Trafton Properties has.
- As 99% of the people mentioned the other evening, the reason we moved here was because of the quiet country living! We do not want more "Growth in our area"! Only one out of state owner wants this to happen for more profit!

Please let us keep our quiet peaceful country atmosphere the way it is and the way you would like it also!

Thank you for your time and consideration, Greg & Sandy Cormier

263 Trafton Rd
Waterville, ME 04901
blist-f@roadrunner.com

E-Mail: blist-f@roadrunner.com
Name: Greg & Sandy Cormier
Date: 05/12/2014

Belz, Darryl

From: carolgodfrey5@gmail.com
Sent: Wednesday, May 21, 2014 6:12 PM
To: Belz, Darryl
Subject: Comment from the Trafton Road Interchange Draft EA Document

Comments: There's an old apple tree on the east side of the Eight Rod Road, just north of Ray Pelotte's house, near the end of the guard rail. It is a "Kennebec Russet" and it is extremely rare. It has a big hole in it, but it still produces delicious apples. Please make protecting this tree a top priority in the plans to develop the area.

I was at the hearing on May 8 at Thomas College. I live on 26 acres on the Eight Rod Road and I do not support construction of the I 95 Trafton Road Interchange. I enjoy walking, biking, cross country skiing and snowshoeing in this peaceful neighborhood. The proposed plan would bring a lot of traffic to the area and would have negative effects on the safety of those activities, not to mention on the habitat of the red winged black birds, ducks, geese, herons, owls, hawks, woodcocks, beavers, snapping turtles, deer, fox, bobolinks, eastern meadowlarks, and other wildlife. This plan will benefit Trafton Properties, but not the people who live here.

Thank you for listening to my concerns.

E-Mail: carolgodfrey5@gmail.com

Name: Carol Godfrey

Date: 05/21/2014



Hampton Inn Waterville
425 Kennedy Memorial Drive, Waterville, Maine 04901

tel: 207.873.0400
fax: 207.873.5486

To Whom it may Concern,

I am writing this letter of support for the Trafton interchange based on the traffic & noise levels on Kennedy Memorial Drive and for potential future growth opportunities on Kennedy Memorial Drive in First Park. The Hampton Inn Waterville is at 425 Kennedy Memorial Drive, Waterville, ME and we understand the challenges of the heavy traffic load and noise levels with large trucks. Currently, the traffic is the heaviest Monday through Friday from 7am-9am, 11am-1pm and 4pm-6pm. My hotel is located in between two traffic lights and my guests and employees find it challenging to take a left out of our property due to high levels of traffic and can take up to 5 to 10 minutes to take a left hand turn. It is dangerous in the summer and more dangerous in the winter months. Many accidents happen in front of the hotel and luckily none have been fatal. In the winter, the big trucks are getting stuck on the exit ramps which causes severe delays and no way to get on the highway or bypass. Traffic will back up for miles. There are many large trucks that would be able to avoid Kennedy Memorial drive by the Trafton interchange and Thomas College day students, which will also be a direct route to West River road residents. We are located on a busy street for visibility, however we also understand more growth in this area will be unlucky in FirstPark if traffic levels are currently as high as they are. We are in favor of Waterville being able to expand for business growth and in our opinion without this interchange growth will be unlucky. The Hampton Inn Waterville Supports the interchange to alleviate traffic and noise levels on Kennedy Memorial Drive and for future business growth in Waterville/Oakland.

Sincerely,

David Doucette-General Manager
Hampton Inn Waterville, ME

RECEIVED
5/22/2014



for reservations please visit us at hampton.com or call 1.800.hampton





50 Elm Street • Waterville, ME 04901
Telephone (207) 873-3315 • Fax (207) 877-0087
info@midmainechamber.com
www.midmainechamber.com

May 9, 2014

RECEIVED
MAY 13 2014

Darryl Belz, P.E.
Maine Department of Transportation
Bureau of Planning
16 State House Station
Augusta, ME 04333-0016

Dear Mr. Belz:

Last night, I attended the public hearing on the proposed Trafton Road/I-95 interchange. Mid-Maine Chamber of Commerce is on record supporting this initiative. While I was tempted to weigh in on many of the comments made, it was apparent that there were few comments made that pertained directly to the subject at hand, which was the draft Environmental Assessment (EA) released by the Department and FHWA.

I do not recall a single challenge to any of the findings in the EA relative to natural resource impacts nor did I hear anyone contest the historic/archaeological or hazardous materials findings. As was noted by the presenters, there are no takings of residences or businesses to make way for the interchange. The controversy last night did not appear to be related to the issues that the Environmental Assessment must consider.

I did hear questions about the noise study and how it was conducted. Missing in that conversation was any mention of the noise thresholds that would have to be met to warrant action by the State. Perhaps an explanation on that point could be offered as part of the response.

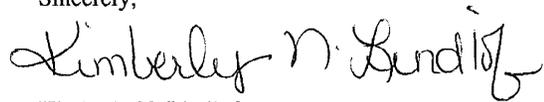
Nevertheless, strong sentiments were expressed from people who live in the area who were concerned about changes in traffic and the "rural" way of life they experience. At earlier public meetings, it appeared that people in the area did not want improvements made to Trafton Road and in particular widening. Others were opposed to having the City pay the costs for upgrading Trafton Road as it might negatively impact property taxes. The State is now agreeing to assume responsibility for the Road and agrees no widening is warranted. This seems to address those concerns.

So, we come to what is a public policy question. The attraction of jobs and the expansion of the tax base inescapably generate traffic and land use changes. The City of Waterville strongly favors growing jobs and tax base as evidenced by the large amount of land on Trafton Road that is zoned Industrial Park and Commercial. It has been that way for decades. It is City policy to have an interchange at Trafton Road since the 1980s. Before the most recent studies of this issue commenced, the City Council was asked to reaffirm its support for the interchange project, which they did. This was done to avoid spending hundreds of thousands of dollars securing state and federal approvals if there was insufficient local support. The EA is supposed to consider the project's compatibility with the City's comprehensive plan and zoning. That compatibility is well documented.

Finally, some speakers last night seemed to think the current traffic on Kennedy Memorial Drive is inconsequential. The present day volumes are documented and significant; I've experienced them myself. You do not need to be a traffic engineer to realize that the carrying capacity of the KMD/I-95 interchange is approaching its limits. I receive feedback from the hotels and businesses at the interchange. We do not want to approach the point where dysfunction at the KMD interchange retards our economic prospects nor do we want to see backups on the ramps up to the mainline as I have experienced. This is an unacceptable safety hazard. It is noteworthy that no alternative was offered last night to the preferred alternative laid out in the EA except the alternative of doing nothing. That alternative is unacceptable to the Mid-Maine Chamber of Commerce and I would like to reiterate Mid-Maine Chamber's strong support for this initiative.

Thank you for taking our views into consideration

Sincerely,



Kimberly N. Lindlof
President & CEO
Mid-Maine Chamber of Commerce

May 21, 2014

Darryl Belz, P.E.
Maine Department of Transportation
Bureau of Planning
16 State House Station
Augusta, ME 04333-0016



Dear Mr. Belz,

Midstate Berkshire is a precision manufacturer with facilities located in Winslow and Waterville, Maine. The company supports the proposed I-95 Trafton Road Interchange now under review by your agency and forwards these comments for the record of the Environmental Assessment now pending with FHWA. This transportation improvement will enhance our access to I-95 and improve our competitive position by reducing transport times, mileage and safety risks.

Most of our freight and business travel is oriented to the south. The interchange, as proposed, will be about a mile from our Waterville plant at the corner of West River and Trafton Roads. To access I-95 today we need to travel an additional 6.3 miles to get to I-95 at Trafton Road. This option is particularly time consuming given current levels of congestion and the number of traffic lights along the way. Accessing I-95 at the Lyons Road Interchange takes an additional 3.6 miles compared to getting on I-95 at Trafton Road. It is well established in highway safety statistics that the safest highway travel for trucks or passenger vehicles is on the interstate, not West River Road and in particular the Sidney end which is more narrow than up in Waterville. Also, the truck turning radius at West River and Lyons Road is less than ideal.

The building we occupy in Waterville has 227,000 square feet and is fully occupied. Our company occupies about a third of the space. The other major occupants of this building are also heavily dependent on truck freight services to operate. I would presume they would be similarly benefited by the construction of an interchange at Trafton Road. Furthermore, with public water available, nearby sewer service, three phase power and the anticipated extension of natural gas and fiber optic, it would seem like growth in southern Waterville is around the corner and the traffic consequences of that growth should be anticipated and addressed by providing efficient access to I-95. Why would government and public utilities make all of these investments, zone large blocks of land nearby for industrial and commercial development and then not have the foresight to address this transportation infrastructure component?

For our Winslow plant, a Trafton Road interchange would offer a competitive alternative to using Exit 113 in Augusta, Exit 127 in Waterville or Exit 120 in Sidney. Our business and others nearby in Winslow use Exit 113 by traveling 201 to Augusta. A Trafton Road interchange would offer comparable mileage but less travel time due to being on I-95 at higher speeds for two thirds of the distance. The Augusta Route 201 option includes two traffic lights compared to one for a Trafton interchange. Other truck freight movements coming from the west on Route 137 would likely reach the same conclusions as stated here.

Finally, I would note that getting trucks to the interstate quickly and over the fewest miles is best for mitigating quality of life concerns associated with truck travel through residential settings.

Sincerely,

A handwritten signature in black ink that reads "James S. Lattin". The signature is written in a cursive style.

James S. Lattin
Controller
Midstate Berkshire

April 15, 2014

To: Darryl Belz, P.E.
Maine Department of Transportation
Bureau of Planning
16 State House Station
Augusta, ME, 04333
(207) 624-3275
darryl.belz@maine.gov

To: Cassandra Chase
Federal Highway Administration
Edmund S. Muskie Federal Building
40 Western Ave, Room 614
Augusta, ME, 04330
(207) 512-4921
cassandra.chase@dot.gov

Subject: Public Comment Regarding the Proposed I-95 Interchange Construction, Waterville.

As a resident of 16 Stable Drive and future beneficiary of 12 Stable Drive, Waterville, I grew markedly concerned with the current and future status of my family's property as a result of the proposed I-95 Interchange. In addition to over 20 years of personal experience exploring the proposed project area, I possess an educational background (B.S. in Environmental Biology obtained 2011, M.S. in Environmental Science expected 2015) as well as professional experience in the discipline of environmental science.

Initially my concerns mirrored those voiced by my neighbors, Greg and Sandy Cormier, in their 2011 written comment. I did find some relief in the response to their objections, specifically that the majority of traffic is expected to travel east away from our property. However, the benefit of living in a rural residential community is the low traffic use along the Trafton Road, which allows many of us to walk alongside the road without the fear associated with higher traffic areas. Over the last 10 years I have directly observed an increase in the recreational use of the Trafton Road by residents and non-residents alike. Many residents walk, run, bike, and walk their dogs twice a day, at minimum, during all seasons. In addition, I have observed runners from Thomas College and Colby College utilizing the Trafton Road and the Webb Road for training purposes. As the Trafton Road is very narrow, there is currently no side walk and the proposed plan does not intend to widen the Trafton Road, how would the proposed increase in freight and passenger traffic affect our ability as residents to use the road for recreational purposes? Is there any proposed action to account for this potential loss to residents?

Upon review of the current proposal's (the preferred alternative) Environmental Assessment, as well as the three previously dismissed alternatives, I agree that the current partial clover leaf design is the best presented option. It will lead to the least environmental impact (clearly shown in Table 1, pg.10, of the April 2013 EA), the least impact to adjacent properties or residents, and is the most cost effective considering the amount of adjacent properties which would require acquisition in the proposed alternatives. After considerable reflection and research regarding the proposed I-95 Interchange I remain skeptical of the project's effectiveness in relieving the KMD congestion problem, which is its primary objective and purpose, and the potential effects on the rural/residential quality of life my family and other Trafton Road residents have prized over generations. However, of the alternatives presented I agree that the partial clover leaf design is the best option presented.

If you have any questions regarding my comments please feel free to contact me at the email addresses provided below.

Sincerely,



Athena Palmer
MSES Student
Marine Physiological Ecology Laboratory
Alaska Pacific University
apalmer@alaskapacific.edu
atmpalmer@gmail.com

Belz, Darryl

From: saucible@roadrunner.com
Sent: Thursday, May 22, 2014 5:00 PM
To: cassandra.chase@dot.gov; Belz, Darryl
Subject: comments regarding Interstate 95 Trafton Road Interchange

Hello Ms. Chase and Mr. Belz,

I am a resident of Eight Rod Rd., Waterville, and attended the May 8th meeting to review the Environmental Assessment done to gain approval for the interchange project to go forward.

I do not believe that this interchange is needed at this time.

I made several comments that evening but thought I should follow up my comments by email.

As I said that night, I have very serious concerns with the whole process of how this assessment and justification report was done. To have the landowner, who stands to gain the most from this project, draft and prepare, as well as finance, and then submit the report is so questionable. This whole proposal is based on projections and forecasts done in a study by the only interested party. To allow the landowner to hire the firms to conduct the necessary studies involved is wrong. What is more wrong is that the only involvement that the MaineDOT and Federal Highway Administration could acknowledge having was to specify guidelines the study had to consider. The actual study was then accepted at face value without questioning the validity of any of the results. This is what both departments stated that night. To say this when you know that some of the findings that supported the Trafton Rd. proposal were not true is disconcerting. As an example, when the findings said that other roads were considered, it said that FHWA rural interchange spacing guidelines ruled out Webb Rd. because it was too close to Kennedy Memorial Dr. The Augusta interchanges alone disprove this.

I question most of the results. Any study can show whatever desired results they want. To accept these studies as legitimate without conducting your own studies scares me. The DOT needs to be more concerned with what is being allowed to happen.

This study said the impacts on the land and residents would be minimal. It showed very low traffic volumes in the area so how can the impact be minimal when increased traffic will raise noise levels, disturb wildlife and further deteriorate the road conditions? Both Waterville and the state have said they don't want the new responsibility of maintaining the roads. Both the Trafton Road and the Eight Rod Road are posted for heavy load limits every spring.

The study claims that the projected growth and development in Waterville warrants the need for a new interchange. Initially, the MaineDOT made this project contingent on development prospects in the vicinity. Right now, even at the admission of Trafton Industries, there are none. Waterville looks at this as a last resort for development within the city. Right now, Waterville has so many unfinished or failed development projects. The College Avenue area is depressed, the Airport can't generate any interest and costly First Park is a failure. It succeeded in attracting only one new tenant and the rest are relocated businesses. Right down the road from Trafton Industries is the Lyons Rd. Business park. It lies empty even though it sits on an already existing interchange.

As a taxpayer and a resident, I am ashamed that our state would even consider this project at this time. I suggest that you ask Trafton Industries to bring in the new businesses they claim they have, and then prove to us the need for this interchange.

Thank you for taking the time to read this. I would love a response.

Nancy Saucier
125 Eight Rod Rd.
Waterville, ME 04901
saucible@roadrunner.com



RECEIVED
APR 23 2014

Beth Gibbs
Thomas College
180 W. River Road
Waterville, ME 04901
April 24, 2014

Darryl Belz, P.E.
Maine Department of Transportation
Bureau of Planning
16 State House Station
Augusta, ME 04330-0016

Dear Darryl Belz, P.E.:

In response to the Maine DOT and the FHWA's invitation for comments on the development of the I-95 Trafton Road Interchange, please see Thomas College's position in support of this development below.

Construction of this interchange would benefit the College, and the community at large, greatly with regard to boosting the local economy and encouraging development opportunities in Waterville. For Thomas College, in particular, the benefits include:

1. A reduction of 2.9 miles of travel one-way for students and employees traveling from the South up the interstate to Thomas College via the new interchange instead of using Exit 127.
2. Relief to Exit 127 at KMD due to the trips diverted to a Trafton Road interchange. This relief would come in the form of reduced congestion and related travel times for students and employees continuing to use Exit 127 to get to the College.
3. There is a safety factor related to Exit 127 as well. It is not uncommon for backups on the on/off ramps to occur. This dangerous circumstance will become more frequent and serious as traffic growth expands at the current interchange. Diverting traffic through the Trafton Road interchange would alleviate some of these backups, keeping younger, more inexperienced commuting students safe.
4. There is great marketing value for Thomas College as drive-by exposure rises with traffic growth on West River Road.

Sincerely,

Beth Gibbs
Senior Vice President and CFO

Cc: Cassandra Chase

Comment Sheet
Interstate 95 Trafton Road Interchange

Public Hearing/Open House
Interstate 95 Trafton Road Interchange
City of Waterville and Town of Sidney
Kennebec County, Maine
Environmental Assessment

May 8, 2014

The Maine Department of Transportation and the Federal Highway Administration are accepting written comments concerning the Interstate 95 Trafton Road Interchange Environmental Assessment until May 22, 2014. The comment sheet can be submitted to a study team member following the meeting, left at the sign-in table or mailed to one of the following addresses:

Cassandra Chase
Federal Highway Administration
Edmund S. Muskie Federal Bldg.
40 Western Avenue, Room 614
Augusta, Maine 04330
cassandra.chase@dot.gov

Darryl Belz, P.E.
Maine Department of Transportation
Bureau of Planning
16 State House Station
Augusta, Maine 04333-0016
darryl.belz@maine.gov

Comment: My name is Linda Tuttle and I live on the Junction Rd in Sidney, my first concern is the Rescue Truck and getting to the Phasers Emergency room, it would be faster to be able to go to Waterville if the road was open don't you think? My mother is 93 and I am 70. Using the interstate would also be faster to get there.

Instead of going around the Town Farm Rd. where there is a huge hill that is treacherous in the winter. Using the other way middle Rd would also be fast in winter.

(Use additional sheets if necessary)

SUBJECT - DEAD END ROAD

RECEIVED
MAY 15 2014
FHWA
M Division

LINDA A. TUTTLE

Name (Please Print)

95 JUNCTION RD

Street

SIDNEY MAINE 04330

City - State - Zip

CONTINUED (OVER)

Sorry , I forgot to say that this letter was about the Junction Rd Waterville end being a dead end.

Could you make the Dead End on the other end of the Junction Rd toward the Town Farm Rd. that way the waterville end would be open for us.

I am always on the road for groceries for my mother and I and prescriptions ;besides doctors visits for both of us , I had heart failure this year, and my mother had heart failure two years ago.

Thank you for your consideration of us:

Linda Tuttle Since 1977

Signature: *Linda A. Tuttle*
LINDA A. TUTTLE

Attachment B

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PUBLIC HEARING REGARDING INTERSTATE 95
TRAFTON ROAD INTERCHANGE ENVIRONMENTAL ASSESSMENT

PUBLIC MEETING AT THOMAS COLLEGE, WATERVILLE, MAINE

Reported by Lorna M. Prince, a Notary Public and
Court Reporter in and for the State of Maine, on May 8,
2014 at Thomas College, 180 West River Road,
Waterville, Maine.

- DARRYL BELZ, MAINE DOT
- CASSANDRA CHASE, FEDERAL HIGHWAY ADMINISTRATION
- JOHN MELROSE, EATON PEABODY
- DON ETTINGER, GORRILL-PALMER
- ALAN HABERSTOCK, KLEINSCHMIDT

1 PROCEEDINGS

2 MR. BELZ: Good evening everyone. I'm
3 Darryl Belz from the Maine Department of
4 Transportation. I'm the Department's lead on this
5 project. I'd like to thank everybody for coming out
6 this evening. We're here tonight at Thomas College to
7 discuss the proposed Interstate I-95 Trafton Road, the
8 I-95 Trafton interchange and the city of Waterville and
9 the town of Sidney. The intent of tonight's purpose
10 has a very limited purpose. Its purpose is to provide
11 the public with the opportunity for input on the
12 environmental assessment that was recently completed
13 for this project and available for public review and
14 comment.

15 Joining me tonight is Cassandra Chase
16 from Federal Highway, John Melrose from Eaton and
17 Peabody, Don Ettinger from Gorrill-Palmer, Alan
18 Haberstock from Kleinschmidt, they did the consulting
19 work on the EA document and Lorna Prince is our court
20 reporter tonight beside me. She's taking -- she's
21 going to transcribe this for the public record.

22 Onceagain, this is an MDOT federal
23 highway public meeting. There's numerous ways to get
24 public comment into record. One is through following
25 the presentation, which will begin shortly, we'll have

1 a brief session where you'll be asked to -- where you
2 can provide comments and ask questions. Again, as I
3 mentioned, Lorna will be here and she'll be
4 transcribing the meeting so if you could when you do
5 speak, if you could state your name full and last and
6 if needed spell your last name and if you have numerous
7 questions, she's asked that you state your name at each
8 question that you ask. She'll also be available after
9 the question and answer session. She'll be available,
10 if you so choose, to go up and speak to her privately
11 to ask your comments and we also have a comment card on
12 the sign-in sheet that's two separate piles, one page.
13 You can either take them and fill them out with the
14 pens provided tonight and leave them face down on the
15 table, or give them to one of the people that I
16 introduced tonight or you can take them home and mail
17 them back to us. We set a postmark deadline of
18 May 22nd for comments received to be included into the
19 public document.

20 So with that said, I'll turn it over to
21 Cassandra Chase, our first speaker and she'll give an
22 overview of the process.

23 MS. CHASE: Good evening, everyone. My
24 name is Cassandra Chase from the Federal Highway
25 Administration and tonight I'm going to briefly talk to

1 you about Federal Highway's involvement in this project
2 and just provide you with a little overview about the
3 environmental assessment process. So for this project
4 Federal Highway's involvement is because we are
5 required to approve any new access or changes in access
6 to the Interstate. We don't have any federal money in
7 the project, but we do have this federal action and
8 with this federal action there's the requirement to
9 comply with all federal laws and regulations which
10 includes the National Environmental Policy Act, also
11 known as NEPA and with NEPA it applies to all federal
12 agencies and this must take into consideration all
13 natural, social, economic and cultural environment into
14 our analysis and we need to disclose those analyses and
15 considerations in a public decision making document
16 which for this project is the environmental assessment.

17 We approved the environmental assessment
18 for the Trafton Road project on April 1st, 2014 and
19 that assessment defines the purpose and need for the
20 project, it analyzes alternatives, assesses the
21 potential transportation and environmental impacts and
22 determines if there's a need to prepare an
23 environmental impact statement. So the public hearing
24 tonight, as Darryl mentioned, is the purpose of hearing
25 and listening to your comments on the environmental

1 assessment. Hopefully you all had a chance to view
2 that on the Website or pick up one of the limited
3 copies we had available tonight. Maine DOT and Federal
4 Highway will be taking your comments and will factor
5 them into our decision-making process. We are
6 particularly interested in your comments that suggest
7 there's missing information in our environmental
8 assessment, there is new information available that we
9 haven't yet considered or questions any assumptions
10 that we have made in the environmental assessment.

11 We will be considering comments that are
12 offered here tonight and throughout the duration of our
13 comment period which ends, as Darryl said, on May 22nd.
14 And if we can't provide you or if we can provide you
15 with a quick answer to your comment tonight that's
16 potentially already stated in the EA, we'll address it,
17 but otherwise we'll just note your comment and address
18 it and the environmental assessment update which will
19 either include a statement making a Finding of No
20 Significant Impact, also known as FONSI, or a
21 defemination to prepare an environmental impact. Thank
22 you.

23 MR. MELROSE: My name is John Melrose.
24 I'm the lead consultant for the project and going to
25 walk you through the presentation here today.

1 Hopefully we're going to be all right here. The
2 computer may have gone to rest here for a second.
3 There we go. Darryl has walked through the agenda and
4 we've done the introductions and we're going to give
5 you an overview right now and then we'll have a
6 question and answer session and after that we can break
7 up. There are displays in the back that, one of which
8 is the preferred alternative, there's other information
9 there that you can view when we're done here, but also
10 we'll all hang around as long as you want to be here to
11 answer your questions as well. And then as was pointed
12 out, if you have a comment that you want to submit,
13 there are many ways to do it, as Darryl has explained,
14 and you have until May 22nd. We've done the
15 introduction so I'll slide past that.

16 Just to set the background for the
17 project a little bit, Waterville is what's referred to
18 as a Maine service center community, it ranks seventh
19 in the state for taxable retail sales, that would be
20 really your commerce indicator and ninth in total jobs
21 for the whole state, but it is a relatively small
22 community of 14.1 square miles and to put that in
23 perspective, Sidney would be about three times that
24 size than many of the other communities in the area.
25 That's significant to the city trying to figure out how

1 to grow and where their economic development ought to
2 be and right now it's clear in the community that
3 there's a concentration, if you will, of the activity
4 if you were thinking about it in a transportation
5 perspective.

6 On Kennedy Memorial Drive in 2011 the
7 traffic count out near the interchange was 24,140,
8 that's the second highest off the Interstate in the
9 county, the highest it was in 2011, the bridge in
10 Augusta, the downtown bridge, Memorial Bridge, and it
11 was only by a few hundred more so it is a significant
12 volume of traffic that you already have at KMD. When
13 you get into the 28,00 range it's when you're maxing
14 out the system, that's what happened down in Augusta at
15 Exit 112 and Exit 113 which was designed to relieve
16 that so that's an important point for background
17 information as well. And it's very important to
18 understand that the state has a traffic movement permit
19 law and so when you hit maximum capacity on a given
20 road to carry the traffic, it has the effect of
21 essentially putting a more moratorium on further
22 development that would add more traffic to the road so
23 Augusta again became as a city very concerned about
24 limit on growth being placed out by the Civic Center
25 area and wanted to see a solution to that so they

1 continue to grow as a community. Waterville is in a
2 similar circumstance.

3 The interchange, actually this whole
4 project was approved, funded by DOT and Federal Highway
5 back when Federal Highway had money, they were involved
6 in approving this project back in 1987, it was a
7 different design as what's being proposed here tonight,
8 but it's an important footnote here that this has been
9 a project that's been talked about for that long. It
10 goes back to the late '80s. It is a project that's in
11 the current Waterville comprehensive plan and I think
12 it's going to be in the proposed plan. I'm not sure
13 exactly where that is at this moment. It is a project
14 that was also in the Kennebec Valley Council of
15 government, the regional transportation plan and it's
16 in the state transportation plan as well as the plan
17 they submit to the federal government. So there's been
18 a lot of planning and over decades really that has
19 pointed to this project as an option.

20 Public water services were provided down
21 to Trafton Road back in the 1970s by the Housing and
22 Urban Development Administration. Sewer services,
23 because of Oakland's connection to the Waterville
24 sanitary system a couple of years ago along Webb Road,
25 the sewer service has now been brought in closer

1 proximity to the area and I believe the sanitary
2 district upgraded the pump station near West River Road
3 with a million gallons of extra capacity there to
4 support future development. Natural gas, as you look
5 on this campus is coming, it's down the highway, it's
6 coming, many certainly in the region think that that's
7 going to be helpful to us, all of us for economic
8 development purposes and for paying our fuel bills as
9 well. Three phase power is also at the Trafton Road
10 complex.

11 We were asked by the city of Waterville
12 back in early 2010 to see what the community's reaction
13 was, the business community in particular, we were
14 asked to talk to the Mid Maine Chamber of Commerce, The
15 Waterville Development Corporation and Central Maine
16 Growth Council all endorsed the project back then. We
17 had meetings with the city council as well as the town
18 of Sidney, the came on record in supporting moving this
19 project forward a month later. We formed ultimately,
20 the city formed a project advisory committee and there
21 are members of the committee who are here in the room
22 tonight which helped guide the drafting of what's
23 called this purpose and needs statement and also helped
24 in reviewing what the alternatives were that we were
25 looking at and what might be the preferred one to be

1 recommended by the city. That did lead to a public
2 hearing with the city and a recommendation as to what
3 the purpose and need should be and also the preferred
4 alternative and that alternative is still today the one
5 that was selected.

6 Trafton Realty, this is an important
7 point, was anxious to expand their facilities. They
8 have 227,000 square feet today. It's fully occupied
9 and they wanted to have the ability to grow out
10 essentially almost tripling the footprint that they
11 have. In talking with the communities, we were given
12 some strong guidance to focus on light manufacturing,
13 distribution and warehousing. Folks made it clear they
14 didn't want more residential development nor did they
15 really want us to fill the niche that first -- for
16 instance, what First Park is charged with doing.

17 That document basically said if you want
18 to grow to that extent, you want to add that square
19 footage, you will need to either put in an interchange
20 at Trafton Road or you will need to make improvements
21 down to West River Road down to Lyons Road and onto
22 that interchange. Maine DOT then directed us to fill
23 out an Interstate justification report and this might
24 help you just to sort of frame this whole thing, the
25 first thing we had to do was prove to Federal Highway's

1 satisfaction that was technically possible from an
2 engineering standpoint, that there weren't any
3 particular engineering hurdles and that's what this
4 interstate justification report is primarily designed
5 to do. The Federal Highway Administration gave us
6 conditional approval for that document, but the
7 condition was that we had to get through this next
8 stage that we're here talking about tonight. And I
9 know that there's been some confusion, if you go onto
10 the DOT Website and look at the Interstate
11 justification report, which is a year older than the
12 current environment assessment, there are
13 inconsistencies between the two and that's because we
14 have to go back now after this process is done for the
15 environmental assessment, we got to go back and make
16 changes to the Interstate justification report.

17 So for example, the purpose and need in
18 the IJR is different than the one in the NEPA document
19 and that was based on guidance we got from the federal
20 government of changes that needed to be made, but
21 there's also, for instance, a provision in there about
22 responsibility for Trafton Road and the city picking up
23 the cost of upgrading Trafton Road and that is no
24 longer part of the environmental assessment. The city
25 will not have that responsibility. And frankly there's

1 no proposed improvement to Trafton Road so I believe
2 there's also reason, if you look at the IJR that there
3 might be a widening of Trafton Road or a build out of
4 Trafton Road and that is no longer the case either.

5 The environmental assessment, I think
6 Cassie walked through this, but we'll go through each
7 of these items as we talk tonight about the purpose and
8 need, the alternatives and then analyzing those
9 alternatives both for natural and human considerations
10 and then selecting a preferred alternative and the
11 intention is to avoid, minimize and mitigate impacts to
12 the maximum extent possible and then we assure that the
13 information is available to public, you have a chance
14 to comment and for the comments that are directed
15 toward the environmental assessment, we have an
16 obligation to respond to those.

17 So here are some of those considerations
18 that have to be looked at. Very often first and
19 foremost is wetlands, but also in more recent years
20 vernal pools, threatened and endangered species, which
21 are identified by the state and federal government,
22 streams and water quality, natural communities and
23 habitats, prime farmland and flood plains, those are
24 all kind of on the natural resource side. There's also
25 interest in what the economic trends and the

1 demographics are in the community, whether there are
2 going to be any takings of property that might
3 dislocate a family or a residence versus also a
4 business. There's interest in what the land use is
5 currently, what the community says about land use and
6 their comprehensive plan and also certainly in their
7 zoning. One of the displays back there, I think back
8 there, does mark out the zoning for the areas.
9 Community facilities, recreation areas, if there was a
10 national park right in the middle of this, it would be
11 kind of a show stopper. And then there are concerns
12 about an environmental justice and whether the project
13 is being placed to disadvantage, if you will, a
14 particular set of individuals. And then we must look
15 also at archeological and culture resources, you know,
16 historic properties but also perhaps, you know, ancient
17 archeological sites and things of that sort.

18 We are also obligated look at air
19 quality and noise issues and the presence of hazardous
20 materials that might be on the site that could be
21 disturbed as a result of the work. It's just a quick
22 orientation map, I hope you know where you are in the
23 State of Maine, but the one over on the side, which we
24 do have in the back as well, there is a yellow outline
25 and it basically extends from Lyons Road interchange

1 all the way up to Kennedy Memorial Drive interchange
2 bounded by the river on one side and Middle Road on the
3 other side. This was the cumulative impact study area
4 that we looked at in the document and then there's a
5 smaller area in red which was really where the
6 secondary impacts were considered and it followed
7 partly property lines and zoning and the river and so
8 forth, but it also followed water sheds in particular
9 and so that's why it sort of reaches up into Oakland.
10 It's following that water shed. So here we have the
11 purpose and need which is in the document and all of
12 this, by the way, is on the Maine Department of
13 Transportation Website, if you're anxious to kind of
14 get after this session to see it further.

15 We're looking to improve regional
16 mobility, being able to get from point A to point B,
17 reduce further deterioration of Kennedy Memorial Drive
18 traffic flow so that basically there's a little more
19 room for development that could add traffic to Kennedy
20 Memorial Drive going on into the future. We want to
21 enhance transportation assets to compliment and support
22 existing land, water, sewer, electric, natural gas
23 investments that I mentioned previously that are all
24 down in the southern part of the community and are
25 available to help support community development and

1 then expand freight and passenger transportation
2 connectivity. An asset that you have in your community
3 is the Donald Carter bridge, but when that flows
4 everything into the Kennedy Memorial Drive and it
5 starts to degrade in its function you've lost an asset,
6 if you will, and similarly I would view the Interstate
7 as a huge asset for you, but if there's a choke point
8 in between the two of those assets, then we're trying
9 to address that in terms of improving the connectivity.

10 We then go to the need for the project
11 and that flows from the purpose that was just stated
12 and it's to address the traffic congestion forecasted
13 for I-95 KMD interchange again to optimize the
14 connectivity and balance area traffic so you're trying
15 to take some of the stress off of some areas and put it
16 in other areas so that you can balance that load, if
17 you will, a little bit better. There is an advantage
18 for certain people in the new location of the hospital
19 and having emergency response times reduced, that's
20 recognized and then maximizing truck freight traffic
21 onto the interstate, that's where you typically want
22 your trucks onto those highways, you don't want them on
23 your local roads and your rural arterials and so forth.
24 You want to get them to the Interstate as quickly as
25 possible and off the city streets.

1 We looked at a lot of alternatives.
2 It's important in this environmental assessment process
3 you must consider what's called the no action
4 alternative, you know, what would happen if you didn't
5 do anything, some people call it the no build option
6 and then we looked at interchange design alternatives.
7 The three that are mentioned right up here, a diamond
8 interchange at Trafton Road and then rerouting of the
9 Sidney Town Farm Road and a partial clover leaf, those
10 all three are in the back of the room and you can look
11 at them in greater detail.

12 The diamond interchange was, as you
13 might expect, it kind of used up all four quadrants of
14 Trafton Road and I-95. Rerouting of Sidney Road was to
15 essentially get rid of the bridge at Town Farm Road and
16 also eliminate the bridge up at Trafton Road and build
17 a new bridge in between and cross at that point. That
18 turned out to be substantially more expensive and we'll
19 go through some of the environmental impacts associated
20 with it in a minute.

21 The partial clover leaf is the preferred
22 alternative and we'll show you a view of that in a
23 second, but it locates the road entirely to the south
24 of the Trafton Road both the on off ramps for the
25 northbound and the southbound. We did take some time

1 to look at other alternatives including what it would
2 take to upgrade Kennedy Memorial Drive and expand it
3 out. It would require taking properties and commercial
4 establishments and obviously would create a substantial
5 amount of construction disruption to the community. We
6 looked at Webb Road, which was something the community
7 looked at years ago, Federal Highway has guidance that
8 it wants the rural interchange to be spaced at three
9 miles apart and Webb Road is too close so that got set
10 aside. Sidney Town Farm Road was another one we looked
11 at, but the further we get away from Kennedy Memorial
12 Drive the less relief we can provide. It also means
13 that if you have assets of sewer service and water
14 service and natural gas and what have you, you're
15 moving that further away, if you will, from where the
16 interchange is so it doesn't compliment as well. The
17 town of Sidney was also opposed to that particular
18 alternative.

19 We looked at a roundabout, which if
20 you've driven through Exit 113, that's what it looked
21 like. It didn't provide any particular advantage and
22 basically some day the Trafton Road bridge will have to
23 be replaced and if and when it is, with this option
24 providing no particular benefit, it would have made it
25 much more difficult to replace that bridge sometime in

1 the future if and when it needs it.

2 So the preferred alternative is the
3 partial clover leaf interchange. It's in the southern
4 quadrant off Trafton Road and I'll show you a slide of
5 that in a second. The project now calls for just
6 maintaining Trafton Road and the bridge over the
7 Interstate as is.

8 The Eight Rod Road would be slightly
9 relocated on the southern end so it would line up with
10 the ramps, the northbound on and off ramps. It does
11 propose changing and discontinuing Junction Road on the
12 Waterville side and adding a turnaround on the Sidney
13 side for traffic on that end. That is because the
14 Federal Requirements are such that Junction Road has to
15 be at least 500 feet away from the on off ramps and so
16 no matter where, you know, we tried to tuck it in a
17 little bit more the northbound on off ramps to the
18 Interstate, but as much as we could tuck it in, we were
19 still in trouble with the 500 foot distance rule and we
20 would have had to relocate Junction Road under any
21 circumstance. So at this point in time the proposal is
22 to discontinue Junction Road and have the northbound on
23 off ramps land right on top of where Junction Road is
24 today when it comes together with Trafton Road. We
25 would need to add right turn lane from Trafton Road

1 onto West River Road and also from West River Road onto
2 Trafton Road at that intersection.

3 So here's the design, to the bottom, if
4 you will, that is Eight Rod Road coming in from the
5 right and that shows you how that would be slightly
6 realigned so it lines up with the northbound on and off
7 ramps and as you can see, it lands right on top of
8 Junction Road. The city boundary is that dotted line
9 coming down through, the boundary with the town of
10 Sidney so that gives you an idea of, you know, what the
11 proposal is in terms of removing a portion of that
12 road.

13 The ramps on the southbound on and off
14 ramps have been tucked in closer to the interstate than
15 they were originally. There has been comment provided
16 to us on that and it was an attempt to try and address
17 some situations on that end to accommodate folks so
18 that got tucked in a little bit more. One of the --
19 this involves basically, as you can see, no takings of
20 anybody's house or of their business and the owner of
21 the land is prepared to donate this to the project,
22 which is a significant consideration as well.

23 So here we get into the environmental
24 impacts, the right of way and impacted acres, that is
25 is kind of what the footprint of the project would be

1 over 27.6 acres, 1.4 acres of wetlands, no vernal pool
2 impacts, no flood plain impacts. There's an
3 intermittent stream that flows from the west of the
4 Interstate under the Interstate and into the east side
5 under Junction Road ultimately about 600 feet further
6 downstream of this it becomes a perennial stream as I
7 recall, but in the area we're at it's intermittent.
8 And there will be three crossings because the design of
9 the ramps. There are no perennial stream crossings.
10 The length of the stream crossings, the 216 feet is
11 really the length of -- the width, if you will, of the
12 footprint of the ramps over those intermittent ways.

13 Waterways is zero. Prime farmland
14 acreage is 2.6 out of that 27.6. Archeological sites,
15 the state historic preservation office is obligated to
16 weigh in on this and has signed off and that's
17 available in the document and signed off as far as no
18 historic sites being available. There were noise
19 studies done and receptors placed at residences in the
20 area so that analysis could be done as to what the
21 impacts would be and whether they hit certain
22 thresholds that require mitigation.

23 There was an extensive review of the
24 site for any possible or known hazardous materials that
25 were there from prior owners and that came up as

1 negative. Federal and state protected species,
2 nonresidential displacement, non business
3 displacements, none.

4 So here we have a comparison of the
5 three alternatives that we looked at. The shortest
6 one, and that is the least footprint, if you will, is
7 the partial clover leaf. It's almost double the
8 footprint if we look at the rerouting of Town Farm
9 Road. The wetland impact acres are the smallest for
10 partial clover leaf, that's 1.4 versus 2.2 and 4 acres
11 if we were rerouting Town Farm Road.

12 Stream crossings gives you the
13 comparison, the diamond change has only two
14 intermittent stream crossings versus three on the
15 partial clover leaf, but four for rerouting Town Farm
16 Road. Perennial streams there's two if you reroute
17 Town Farm Road, but zero for the other two choices.
18 None of them have any vernal pool impacts and
19 structures. In the case of the diamond interchange we
20 would be interfering with two structures, one home, one
21 commercial building in the area and then the farmland
22 impacts are 2.6 for the partial clover leaf, 2.2 for
23 the diamond interchange, 4.8 if we were to reroute the
24 Town Farm Road.

25 So that's kind of at, you know, the

1 presentation part, but let me tell you just in terms of
2 what the process is. We did have to go through a
3 fairly long public dialogue first with the community
4 and different interests, that got done, we did that
5 interstate justification report, that was done about a
6 year ago in draft form, conditionally approved and now
7 we're here tonight doing the EA. As Darryl has said,
8 we're open until May 22nd for hearing comments,
9 written, here tonight, whatever way you want to provide
10 them. We incorporate those comments into the EA and
11 then Federal Highway reviews the updated document and
12 makes a decision as to whether or not to issue this
13 finding of no significant impact.

14 We're not done by any means after that
15 and I appreciate the fact that for the public it always
16 seems that we're just on the cusp of wrapping the whole
17 thing up, but in fact, we're not yet to final design.
18 We're not yet to environmental permits with the Army
19 Corps of Engineers or with the Maine Department of
20 Environmental Protection right of way acquisition, that
21 begins after this process and then still you have to go
22 onto project bid, award and construction.

23 It would -- Darryl can correct me if I'm
24 wrong, but it would be very unlikely in my opinion that
25 the rest of that work can get done this year and that

1 you would be under construction toward the end of the
2 year. It's feasible that you would be under
3 construction next year. There are -- the project is
4 under discussion also and probably not mentioned up
5 there, and it should be, is the financing of the
6 project. The Department has a business partnership
7 initiative and it's following a model similar to what
8 happened at Exit 113 where the City of Augusta, the
9 Maine DOT and the MaineGeneral Medical Hospital all
10 participated in the construction cost of the project.
11 And so that's the model that the Department has
12 recommended that we're under discussion with right now.

13 And the effort also under way and the
14 tasks that I've been given is to pursue financing for
15 the project for what's called the local share of the
16 project so that it doesn't have any impact on the City
17 of Waterville having to raise money through taxation
18 and we think we have two viable ways to do that, but
19 it's -- that's a conversation that's ongoing at this
20 point.

21 And we have made the document available
22 in multiple places so the city has it both at the city
23 hall and at the public library, Sidney the same, it's
24 at the town office, the Maine State Library, but it's
25 also available if you want to go on site to Maine DOT,

1 I think you click on planning and under planning you'll
2 see planning studies and that takes you to this site,
3 you'll find it there.

4 And also obviously Darryl and Cassandra
5 would love to have you give them a call and talk to
6 them about the project as well. And Darryl has pretty
7 much talked about how to get your comments in so with
8 that I think Darryl, Cassandra, unless you have
9 anything extra that I've missed or whatever, we could
10 open up to questions and answers at this point. And
11 again, if you you're not comfortable with that format,
12 you don't want to stand up and speak in front of
13 everybody, you can later come and talk to the recorder
14 and put a comment in that way. Darryl, did you want to
15 do the moderating?

16 MR. BELZ: I can. Does somebody want to
17 be first?

18 NANCY SAUCIER: I'm Nancy Saucier, I
19 live on the Eight Rod Road. I think I missed
20 something, who do you work for, Mr. Melrose?

21 MR. MELROSE: I work for Trafton
22 Properties and Trafton Properties is the one-third
23 participant in the business partnership that I spoke
24 of.

25 NANCY SAUCIER: Can I ask who paid for

1 the study?

2 MR. BELZ: Trafton Properties paid for
3 the environment justification report -- I mean, the
4 interstate justification report and also the
5 environmental study.

6 NANCY SAUCIER: Has any of the study
7 been done like maybe by the State of Maine? Has our
8 environmental agency done any study of their own?

9 MR. BELZ: No, just these two documents
10 is the only thing that have been done.

11 NANCY SAUCIER: This is the only thing
12 that's been done, just what Trafton Properties is
13 paying for?

14 MR. BELZ: But it's been with the
15 oversight of Maine DOT and Federal Highway.

16 NANCY SAUCIER: I realize that, but they
17 paid for it. Thank you.

18 MR. BELZ: John, would you like to add
19 anything to that?

20 MR. MELROSE: I just would point out
21 that maybe Darryl -- you have to understand that this
22 document gets rewritten and rewritten and rewritten to
23 satisfy the Federal Highway Administration and the
24 Maine DOT. It is not a passive relationship by any
25 means so we in a sense work for him, and he'd like to

1 think that anyway, and the other thing is that all
2 those planning documents that I mentioned previously of
3 the comprehensive plan for the city, the Kennebec
4 Valley Regional Planning Commission, or KOG now, and
5 the documents that DOT has, those all feed into, you
6 know, how do we get to this place. It's a project
7 that's been under discussion since 1987.

8 NANCY SAUCIER: And so is it the Trafton
9 Properties that's donating the 24 acres?

10 MR. MELROSE: Yes.

11 AUDIENCE MEMBER: Could you put up the
12 previous slide with the web address of the Maine DOT,
13 please, I'd like to copy it down.

14 SUSAN MACKENZIE: I have some questions,
15 Susan MacKenzie. I live on the Trafton Road. I want
16 to make one correction, I think, Mr. Melrose, you said
17 that there was public water on Trafton and it is part
18 way up, but it's not -- so I just wanted to clarify
19 that there will be a need to extend water. You were
20 asking particularly about environmental, the
21 environmental assessment and I wanted to make sure that
22 in the report it gets reported that there are Bobolinks
23 and Eastern Meadowlarks that spend a lot of time
24 nesting in the area that's going to be proposed for the
25 interchange, but I want to make that point because

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1 these are two species that are declining in numbers
2 nationwide because they're losing habitat so they
3 certainly don't fall under a threatened status or
4 endangered species, but I think it's really important
5 because of what's happening to this particular species.

6 Another sort of question or comment I
7 had was I was really pleased to see that there's some
8 interest in cultural impacts and in fact, I might even
9 call this an environmental justice issue because some
10 of us who live out there have chosen to live out there
11 on large pieces of property for which we pay
12 significant taxes in Waterville because of lifestyle
13 choices so I really want to make sure that that gets
14 into the record. Those of us who live out there who
15 pay very high taxes really enjoy the community. I
16 mean, you know, that rural nature is actually part of
17 the community and there are people who walk up and down
18 those roads of all ages, parents with strollers,
19 there's a huge biking community that uses that area, I
20 know the Oakland High School has its kids cross country
21 team run out there because it's safe. And that brings
22 me to another concern and that is at least in the
23 document that I was reading about transportation, there
24 were lots of analogies to the Lyons Road and I'm very
25 concerned that the Lyons Road, which is the road that I

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1 use a lot, is not at all like the Trafton Road. The
2 line of sight is very different on the Trafton Road
3 than it is on the Lyons Road. In fact, there are lots
4 and lots of what would you call them --

5 AUDIENCE MEMBER: Blind spots.

6 SUSAN MACKENZIE: Yes, that's exactly
7 what you call them, and I noticed that at least on the
8 document that's on-line, the analysis seems to be
9 skewed sort of what I would say towards this proposed
10 Interstate, but then over toward West River Road, but
11 if you go the other way on Trafton Road and, I think
12 that's where there tends to be a lot of traffic, there
13 is that terrible blind corner right on the corner of
14 Oakland property and Waterville property and I'll tell
15 you there is a fatality waiting to happen there. If
16 you go even today you will see tracks in the dirt
17 because cars can hardly make that corner so I'm really
18 concerned that actually if this is going to move
19 forward there are no proposed improvements to Trafton
20 Road and that really frightens me. I think that there
21 will be a fatality and that's going to be part of the
22 record because I'd hate to see a future legal action,
23 especially since the point was made that you want to
24 get truck freight off of roads, well, you're putting
25 truck freight onto roads that are currently used for

1 residential people, low density, but residential people
2 so I just want to make sure that there's an
3 appreciation that there is a community out there. It
4 may not be densely developed, but it is a community and
5 we have chosen to live out there because we value that
6 particular lifestyle.

7 MR. BELZ: Thank you very much.

8 JOE THERRIAULT: Joe Therriault. I live
9 on the Eight Rod Road and you kept referring that this
10 interchange would alleviate and take pressure off of
11 Kennedy Memorial Drive by moving it out that way, has
12 anyone really thought the reason of the traffic on
13 Kennedy Memorial Drive is because there's a hospital,
14 there's two shopping centers, there's Hannaford,
15 there's Shaw's, there's Applebee's, trucks and traffic
16 are going to those places. There are no businesses out
17 on the Trafton Road and out that way. I think if we
18 looked a little bit more towards filling First Park and
19 Industrial Park at the other end of Waterville, we'd be
20 a lot better off relieving the pressure that way, so.

21 MR. BELZ: Thank you very.

22 RANDY TUNKS: Randy Tunks. I live at
23 275 Trafton Road. I might have missed this, I'm just
24 interested in what improvements -- if this project goes
25 through, what improvements to the bridge itself and the

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1 road itself, the traffic route itself?

2 MR. BELZ: At this point based on the
3 traffic projections there's no improvements to Trafton
4 Road at this time. There may be in the future as
5 traffic starts using that interchange. The Trafton
6 Road bridge has about 10 to 15 years left of service
7 life.

8 RANDY TUNKS: That gets to my next
9 question. Because the State is having a hard time with
10 bridges, I got to ask where that bridge is. Because
11 the State is having such a hard time redoing their
12 bridges, I'm wondering where the Trafton Road bridge
13 was as far as the scheme of things of being upgraded.

14 MR. BELZ: I don't know the schedule.
15 I'd say it's got another 10 or 15 years left of service
16 life. They will do maintenance work periodically for
17 that time, but there's no scheduled work on that bridge
18 currently.

19 RANDY TUNKS: And there's no scheduled
20 work on the road itself?

21 MR. BELZ: No, the road will become a
22 state aid road. We haven't completed the analysis to
23 find out if it would be a major or minor collector, but
24 it will relieve the towns from any capital improvements
25 on Trafton Road.

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1 RANDY TUNKS: Plowing?

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2 MR. BELZ: Waterville and Oakland will
3 still be responsible for plowing and sanding or salting
4 in the wintertime, but all other responsibilities will
5 revert to DOT.

6 RANDY TUNKS: Thank you.

7 TIM PELOTTE: As a concerned citizen of
8 this area, I've lived there for 46 years of my life,
9 Tim Pelotte, I live on the Eight Rod Road, and my
10 concern with us not doing anything with the Trafton
11 Road, for one thing the State taking it over, I think
12 that we should be doing some test borings to see what
13 the material under that road is. I've lived there,
14 like I said, for 46 years and that road has never seen
15 a stitch of gravel in that 46 years so if we're going
16 to put all this truck traffic on it, it needs to be
17 widened to make it safe for the public and the people
18 driving it. The sight distance, like this lady in
19 front of me mentioned, are terribly hazardous on that
20 road. Right in front of -- there's a culvert in front
21 of Gerard's house and I've seen three cars in that
22 culvert. It's a bad, bad intersection. I'm not saying
23 that I'm against this by any means, but we really need
24 to look at improvements to the Trafton Road if this
25 goes through.

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1 And my other concern is the closing of
2 the Junction Road. You're isolating me from my father
3 for one thing without traveling extra mileage and
4 that's a huge concern to me. And I'm not quite sure
5 where -- John mentioned that we need 500 feet from the
6 ramp to continue that road out, is that really
7 necessary in this case?

8 MR. MELROSE: Yes.

9 TIM PELOTTE: I guess that's all I
10 wanted to stay.

11 MR. BELZ: Don, would you like to speak
12 to that?

13 MR. ETTINGER: Yeah, from State and
14 Federal requirement a little bit larger than that, but
15 yeah, the minimum state we looked at is two or three
16 times --

17 TIM PELOTTE: Does the Trafton
18 Properties know what they're isolating by closing that
19 road off? They own everything on -- other than a few
20 residents pretty much and then what my grandfather
21 owns, they own all that property and they're going to
22 isolate that, what they give to the project, but the
23 rest of their land is being isolated, no access to it.
24 They understand all that, right?

25 MR. BELZ: John?

29.2

1 MR. MELROSE: We do understand and we
2 ended up probably maybe a year ago we talked to the
3 communities and said this is one of the options that
4 seems to be coming to the surface and could you let us
5 know if we've got some issues and problems and as I
6 mentioned, how these things drag on, you know, people
7 sort of get complacent or whatever, but we have now
8 heard from people and their concerns and the Town of
9 Sidney actually went on record the other day asking if
10 there would be consideration for keeping open a portion
11 of Junction Road coming in through Waterville and
12 making it easier basically in the future for a road to
13 be built if a road needed to be built, but that's, you
14 know, it's an active discussion right at this point and
15 it's a great example of the importance of a meeting
16 like this and the importance of getting the comments on
17 the record so that, you know, if there's an issue or
18 concern there. We can't really react to it unless it's
19 on the record terribly easily so I would urge to you
20 put a comment in on that and certainly you have
21 tonight. Thank you.

22 SUZANNE LEATHERS: My name's Suzanne
23 Leathers. I'm the owner of HS Dream Builders on 102
24 Junction Road. If you cut off my road, you cut off my
25 suppliers and I can't service my customers. That's not

1 fair to my business.

2 MICHAEL DONIHUE: My name's Michael
3 Donihue. I live on Trafton Road. I just had a couple
4 of questions requesting information. Cassandra, I
5 wanted to ask you a question since no one's asked you
6 one. Why is there no federal money at the table?

7 MS. CHASE: It's as John said, a
8 one-third partnership between Trafton, Maine DOT and a
9 third party to be determined.

10 MICHAEL DONIHUE: Right, did the federal
11 government do an assessment and decide they weren't
12 going to participate?

13 MS. CHASE: We just don't have any money
14 in the project.

15 AUDIENCE MEMBER: You're not
16 contributing to it?

17 MS. CHASE: No.

18 MR. BELZ: That was DOT's decision to
19 use a business partnership initiative.

20 AUDIENCE MEMBER: DOT's decision to
21 partner in these investors out of Rhode Island that
22 want to put a ramp in for one building, do you know
23 what? I'm saying you got a ramp on each side. You got
24 1.7 acres of farmland, it's all field, it's all
25 farmland. It's a lot more than to 2.47 acres. And

1 this gentleman could -- doing this -- comparing to the
2 Carter Bridge, that's a bunch of BS, this ain't no
3 Carter Bridge project. Carter Bridge did a lot for
4 Augusta, this ain't going to do nothing for Waterville.
5 This is convenience for one building out of Rhode
6 Island, these people are out of Rhode Island coming up
7 here and telling us what we're going to do with our
8 lives. That's what this is all about.

9 MICHAEL DONIHUE: In one of your early
10 slides you mentioned the report includes some economic
11 and trends and demographics, I wonder if you could
12 point those out to me, I just couldn't find them.

13 MR. MELROSE: It would be in the
14 cumulative impact area talking about -- we looked at
15 frankly where Waterville stacked up in terms of the
16 service center in the communities in the state and you
17 have a --

18 MICHAEL DONIHUE: This thing here? It
19 isn't on the web page, I didn't see them here.

20 MR. MELROSE: I'd be happy to work with
21 you on that and get back to you on that, but there
22 should be --

23 MICHAEL DONIHUE: There's no
24 demographics in here. I'd just like to see the
25 assumptions, the same kind of thing, the forecast

1 congestion on KMD, not on here, but in the Website were
2 some forecast projections from Dr. Colvin at the
3 University of Southern Maine, he has since pushed back
4 his projections for the economic growth in that area
5 and I just didn't see those incorporated in there so I
6 wondered if you could point me to where the assumptions
7 are underlining those forecasted projections. I
8 understand a little bit about transportation network
9 models and I didn't see the assumptions and that's sort
10 of what I was curious about.

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11 MR. MELROSE: There was a traffic
12 analysis of Kennedy Memorial Drive and there is a
13 document on that and that --

14 MICHAEL DONIHUE: I saw the output, I
15 didn't see the input. If you look at the census
16 projections, those haven't been realized in the past
17 ten years. If you look at the DOT projections about
18 traffic, those haven't come through either. Which ones
19 were used, just point them out to me.

16.1

20 MR. MELROSE: We can provide you a lot
21 of that.

22 MICHAEL DONIHUE: You made a statement
23 about some traffic projections made for Trafton as
24 partially justifying improvements, I wondered if I
25 could see those too?

16.2

1 MR. BELZ: Yup, can you provide us with
2 your e-mail address? Did you provide us with your
3 e-mail address?

4 MICHAEL DONIHUE: I will do that.

5 MR. BELZ: Or a telephone number where
6 we can call you or however you prefer to be contacted.

7 MICHAEL DONIHUE: Sure.

8 MR. BELZ: Yes?

9 BRAD SHERWOOD: MY name is Brad
10 Sherwood. Trafton Realty is part of Trafton
11 Properties. Trafton Properties is owned by American
12 Capital, I'd like to know who owns America Capital and
13 how wealthy are they, how much money do they have, what
14 kind of profit projections do they have they'll make on
15 this property and what kind of profit do they make on
16 the property now.

17 MR. BELZ: Tonight's meeting is to
18 comment on the environmental assessment, not on the
19 finances of a developer.

20 BRAD SHERWOOD: He did mention that
21 finances should be on there and there is the
22 socioeconomic impact part of it too. Who owns American
23 Capital or is it a small company, are they a mega
24 billion company, are they owned by other corporations,
25 who are we dealing with? We should know who we are

1 dealing with.

2 AUDIENCE MEMBER: Does the state know
3 who it's dealing with?

4 MS. CHASE: We can address that in the
5 environmental assessment.

6 MR. MELROSE: The best way to address
7 those comments would be through the DOT as the
8 commissioner in the context of the business partnership
9 initiative and the policies that are set forth in that
10 document. So the problem here is the environmental --
11 that's not an environment issue. If you have a concern
12 of that, it's certainly appropriate to bring it up, but
13 it should be brought up in the context of the financing
14 of the project and that discussion would be the
15 business partnership initiative and the DOT is really
16 the one that drives that train.

17 AUDIENCE MEMBER: Are we going to have a
18 meeting for that?

19 AUDIENCE MEMBER: John, you mentioned
20 the commissioner, is the DOT commissioner Dave
21 Bernhardt we need to talk to?

22 MR. MELROSE: Yes.

23 MR. BELZ: Yes?

24 CHRIS GILBERT: My name is Chris
25 Gilbert. I live on the Trafton Road. The gentleman

1 that stood up there he said that he looked at the study
2 on the Webb Road and he said he couldn't do three
3 miles, it had to be three miles in between exits,
4 what's the distance between the two exits right now as
5 far as the new one that's just built and the one that's
6 there? Is that less than three miles? That's not
7 right, that's not a right assessment, that's what he
8 said, right? That's a false statements that he put up
9 there, right? As far as this study that they made, did
10 they do a study with the Webb Road or are they just
11 telling us they did a study with the Webb Road?

12 MR. MELROSE: There was no study done on
13 the Webb Road after the determination was made that the
14 federal guidance requires you to be three miles away.
15 Now, you're correct as far as 113 versus 112 and those
16 are determinations the Federal Highway can make, but we
17 can certainly get the guidance for this particular
18 provision. Please keep in mind that, you know, we have
19 put this together with the consultation of both the
20 municipalities, the federal agencies, the environmental
21 agencies as well as the decision makers at Federal
22 Highway and so forth. So we can get you the rules that
23 were used to tell us what we needed to do. We did not
24 spend a ton of money and effort looking at Webb Road
25 after Webb Road was already taken off the table because

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1 of that rule.

2 AUDIENCE MEMBER: I guess what a lot of
3 people's concerns are here is that the DOT has not done
4 a study. Trafton Road Properties has done all the
5 studies. How is the DOT involved in this study? Can
6 you answer that question?

7 MR. BELZ: We were involved in reviewing
8 the study, reviewing all the data and making
9 corrections to it. This is a lengthy process. It
10 wasn't just a developer, you know, through their
11 consultant dropping off a report and we just okay'd it.
12 I mean, we went through, us and Federal Highway both
13 went through the document and reviewed the data and
14 worked with the data to sign off on this agreement. So
15 in a sense we were, the DOT and Federal Highway were
16 involved in both the Interstate justification report
17 and the environmental assessment document.

18 AUDIENCE MEMBER: As far as the DOT
19 you've done no study or assessment yourself as far as
20 to go out there and look at what's going on?

21 MR. BELZ: We've looked at the
22 information that the consultant has provided, which
23 would be the same information that we would collect.
24 They followed our process and Federal Highway's process
25 on the Interstate justification report and on the

1 environmental assessment.

2 AUDIENCE MEMBER: So as far as the
3 traffic on KMD, the study, they followed guidelines, is
4 that part of your study or is that their study?

5 MR. BELZ: Both studies were done by the
6 consultant with oversight from MDOT and Federal
7 Highway.

8 PATRICK BRANCACCIO: My name's Patrick
9 Brancaccio and I live on the Eight Rod Road where I've
10 lived for 35 years and at the risk of repeating things
11 that have already been said, I'd like to underscore
12 what people have been saying, that this is going to be
13 very disruptive for the Eight Rod Road. I'm not clear
14 from the map when you speak about expropriating part of
15 the Eight Rod Road to get one of the exits, but I'm not
16 clear, I can ask later exactly about that, but the
17 point is, I was living there when the Wyandotte Mill
18 was located at the current industrial site and we had
19 heavy traffic from dump trucks that were full of great
20 balls of lint which flew off the trucks and, you know,
21 encumbered the road around us so, you know, that sets
22 up the specter of that kind of possibility in another
23 way. And I would also like to emphasize what people
24 here have been saying about what is the initial impetus
25 of this? It's not the City of Waterville saying we

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1 have too much concentration of traffic at Kennedy
2 Memorial Drive and all of the other speculative
3 advantages of this process, it's been the developing
4 company which is initiating it and getting the support
5 of the state with the supposed advantages and I think
6 that's what a lot of us are feeling, that it's going to
7 be very disruptive to a very active community which
8 pays its rather high taxes and kind of is anxious about
9 what the possibilities of increased traffic and the
10 danger of that traffic is. It's already a road because
11 there are so few houses there that cars speed by at
12 different times of day and I don't know see any
13 improvement for that and it's really, you know,
14 staggers my imagination that nothing is going to be
15 done to Trafton Road, which is already a mess from the
16 part of Eight Rod Road up to 104. The road is full of
17 potholes, it's not wide enough, it's near -- it's not
18 even really good for walking because of the heavy
19 forestry around there so I'd just like to repeat those
20 issues.

7.3

7.4

21 MR. BELZ: Thank you.

22 RAYMOND PELOTTE: My name's Raymond
23 Pelotte and I live on the corner of Eight Rod Road and
24 Trafton Road. Can you go back to that other slide,
25 please? Where it comes off the Trafton Road and you

1 have a proposed exit onto the Eight Rod Road from the
2 Trafton Road onto the Eight Rod Road, I've been there
3 for 57 years and when I was younger that road from the
4 Junction Road was the Eight Rod Road at one time and
5 that road that you're showing was there. There was a
6 church between them two in that little triangle. When
7 I was a kid there was a church there. When they
8 decided, the City of Waterville decided to redo the
9 Trafton Road and to pave the Eight Rod Road, for safety
10 reasons they took the straight part of the road, if you
11 would, the east side of the road off and they left that
12 curvature to the Eight Rod Road for safety reasons. I
13 would hate to see that come straight across like that
14 for two reasons, one is it's going to dump right in
15 front of my house, which okay, it's going to dump right
16 in front of my house, but the safety reason is you've
17 got people coming off this off ramp and they're coming
18 back, they're going to blow right through the Trafton
19 Road, they're not going to stop at it. If you leave
20 this little tiny S turn in there, you're going to
21 alleviate a lot of traffic that's going to run up the
22 Eight Rod Road because when they get to that corner
23 they're going to see the sign that says West River
24 Road, they're going to take that instead of going
25 straight across heading down the Eight Rod Road and

28.1

1 taking the Webber Road. For safety reasons I believe
2 that that little bit from the Eight Rod Road for the
3 Trafton Road should not be put in and for that reason
4 it was there years and years ago and they took it out
5 for safety reasons to keep that curve to slow the
6 traffic down, it still doesn't. We pull people out of
7 that field almost every day.

8 My second question is, and I've talked
9 to John and he's told me that, you know, we would work
10 on the concerns and stuff and just I wanted to be noted
11 tonight. We own a hundred acres of land that go
12 between the Junction Road and the West River Road.
13 It's farm road that goes down through there. We use
14 the Junction Road every day. We have farm equipment,
15 we got loaders and instead of going down the Maine
16 highway and backing up the traffic behind us, we try to
17 keep off 104 so we use this Junction Road every single
18 day and go to our farm road, which comes right out in
19 front of our pit on the West River Road so this is a
20 real major concern of ours that we have no access to
21 the Junction Road and there is a couple of contractors
22 on the Town Farm Road, and I don't see them here
23 tonight unless they snuck in, they use the road every
24 day too just to get into Waterville, which is much
25 easier for them than they are to go around.

28.2

1 MR. BELZ: Thank you.

2 JOE THERRIAULT: Joe Therriault again,
3 an abutter. You had mentioned earlier in your survey
4 study or whatever that you had done a study on the
5 noise, the effective noise out there and I'd like to
6 know how you did that. Did you put a microphone or
7 something and see what kind of volume you got because
8 I'll tell you right now in the summertime we hear
9 trucks going up and down the highway, if you put that
10 interchange and they're coming in and these guys are
11 downshifting, we're going to have that noise all day
12 and all night long. There's no way you can tell me
13 there's no noise effect.

14 MR. BELZ: I didn't do the noise study,
15 but MDOT did do the noise study with microphones there
16 and I can get you in touch or have the person contact
17 you with that information. It is in the report. It is
18 in the appendix of the report what the actual decibels
19 were when they he took the measurements, what the
20 decibels would be just in increase of traffic and then
21 what the decibels would be with increase of traffic
22 from the project.

23 JOE THERRIAULT: How would you measure
24 that?

25 MR. BELZ: We have a computer model.

32.2

1 JOE THERRIAULT: Did you get how many
2 vehicles are coming down and how loud their vehicles
3 are?

4 MR. MELROSE: We have a computer model
5 that does that, but I can put you in touch with the
6 person that did the analysis for DOT.

7 TIM PELOTTE: The only problem with that
8 is it was done during low traffic hours, daytime, you
9 know, not between six and nine in the morning and three
10 and five in the afternoon. It was done between ten and
11 three.

12 MR. BELZ: Your name again for the court
13 reporter?

14 TIM PELOTTE: Tim Pelotte.

15 SELENA BROWN: Selena Brown. I was
16 working on my farm that day out back doing fencing
17 watching him doing this study. I went up and
18 approached him and asked him, you know, questioning him
19 nicely what he was studying and he informed me it was
20 for the noise and I said it's a quiet day today, I can
21 actually be outside doing what I need to do on my farm.
22 There was no traffic whatsoever and that was the only
23 time I saw the gentleman and it was for a very brief
24 timeframe. I didn't even finish mowing my lawn and he
25 was gone.

29.3

9.1

1 MR. BELZ: Usually he leaves the
2 microphones out for a while, he doesn't have to stay
3 with them, but I --

4 SELENA BROWN: It was right there on my
5 property. I watched it.

6 MR. BELZ: I wasn't involved with it so
7 all I can say is I'll be happy to get --

8 SELENA BROWN: I have concerns about
9 that and, you know, the deer population, you're saying
10 that there's no -- that's not winter ground, the deer
11 in our area, I've lived there my whole life, I was
12 raised on the West River Road when the Wyandotte was
13 put in, I know how that affected me and the setting
14 with all the pollution that was put out there and the
15 suds and the bubbles coming down into my horse
16 pastures, this is the kind of industry that we're
17 concerned about coming in and disrupting the rural
18 setting and the agricultural component that we've all
19 shared for generations in this area. You're talking
20 families of six and ten generations staying on these
21 farms and running this area, maintaining it for the
22 wildlife and I'm not seeing enough study that makes it
23 feasible, the deer, the birds, there's so much that
24 we're not seeing that ya'll have studied or the fact
25 that the State of Maine DOT has done anything

9.2

1 themselves to represent us as taxpaying citizens.

2 NANCY SAUCIER: I'd like to follow up
3 and ask that now that you've heard our concerns, will
4 the DOT do your own study or will you just go with what
5 Trafton indicates? Will DOT now get involved?

6 MR. BELZ: We have been involved from
7 day one.

8 NANCY SAUCIER: You allowed them to do
9 the study, you gave them guidelines, but anybody can
10 make a study and say what they want it to say.

11 MR. MELROSE: We reviewed the study so
12 we know that what they had done would be what we would
13 have done.

14 NANCY SAUCIER: Is this always how the
15 DOT conducts their business, is somebody has an
16 interest, they get to do their own study and present it
17 to you and you can accept that?

18 AUDIENCE MEMBER: Depends if you've got
19 deep enough pockets.

20 SELENA BROWN: Or someone that's
21 actually put their boots on and actually walked and
22 been out there, we have, we live it, we have our mud
23 boots on. I'd like our representatives to do the same.

24 MR. BELZ: Ma'am?

25 CAROL GODFREY: My name'S Carol Godfrey.

1 I live on the Eight Rod Road and I'd like to know how
2 this I-95 interchange will affect property values in
3 the area, do you know how the Old Belgrade Road in
4 Augusta was affected, for example, by that whole
5 project there?

6 MR. BELZ: I do not, John, do you know
7 or?

8 CAROL GODFREY: That would be a good
9 thing to put in that report.

10 BRAD SHERWOOD: Brad Sherwood. I was on
11 the DOT -- I am on the DOT list for being notified of
12 hearings and this hearing was never put on the DOT and
13 I never received a notification for this. The finance
14 one you're talking about, do you know when that is and
15 where that is and will we be notified?

16 MR. BELZ: What's that?

17 BRAD SHERWOOD: The finance meetings
18 that you're talked about.

19 MR. BELZ: They're ongoing now. John,
20 do you want to speak to the finance end?

21 MR. MELROSE: The point was if you have
22 a concern about it, should write a comment to the
23 commissioner about it.

24 BRAD SHERWOOD: Commissioner of the DOT?

25 MR. MELROSE: Yes.

1 BRAD SHERWOOD: And one other little
2 thing, I noticed that in the environmental study on the
3 botanical section what it states is that whoever was
4 reviewing it looked up on the database there weren't
5 any botanicals in the database, there's no indication
6 that the DOT actually went out there and looked for
7 botanicals.

31.1

8 ALAN HABERSTOCK: We did go out and do
9 field work on several occasions through the growing
10 season.

11 BRAD SHERWOOD: It didn't say that on
12 the report.

13 ALAN HABERSTOCK: Alan Haberstock, I
14 work at Kleinschmidt, we did the EA and we did the
15 environmental site work so we looked for vernal pools.
16 We looked for wetlands. We delineated the wetlands.
17 We did work in I think April, May, and June of last
18 year.

19 BRAD SHERWOOD: Thank you.

20 MR. BELZ: Yes?

21 MICHAEL DONIHUE: Michael Donihue again.
22 I want to follow up because the question has been asked
23 several times, but I'm going to try once again. Will
24 there be a public hearing on the finance side of it?

25 MR. BELZ: It will be up to the

1 commissioner of the DOT. I can't answer that tonight.

2 PETER MADIGAN: My name is Peter
3 Madigan. I don't live in this area, I live in the city
4 center, I'm here because a friend of mine is here, but
5 the way you've described the conceptual basis for this
6 interchange is such that if there's no further
7 improvements to any of the surrounding roads in that
8 area, if it's minimal improvements like you said, then
9 this thing is designed for one purpose only, to aid the
10 major landowner, that's what it's designed for. Now,
11 the idea of throwing into this report the congestion or
12 congestion on KMD, that's a red area, it means nothing
13 to this because this is a dead end project. There's no
14 through traffic from here. It's only for one
15 landowner. It doesn't make sense and the city is being
16 asked to put up some money for this with all our other
17 issues that we need in the city?

18 AUDIENCE MEMBER: They didn't even hot
19 top College Avenue. Drive down College Avenue.

20 PETER MADIGAN: I'd like to get into the
21 financing on this too. Thanks.

22 MR. BELZ: Yes?

23 ED LACHOWICZ: Ed Lachowicz, I'm a city
24 councillor for ward two. I'm following up on Mr.
25 Madigan's comments and this gentleman's comments. The

24.1

1 one thing that you guys are saying is that you're not
2 even going to repave this road or do any work to it,
3 but at this point looking at Main Street and College
4 Avenue are the state aid roads are dirty words. I
5 don't see where I can look at this thing going forward
6 and be supportive of it if we can't even come to a
7 commitment to straighten out the road and we're putting
8 heavy traffic on this thing. I mean, I see that as
9 extremely concerning, especially considering we can't
10 even tar College Avenue. The State's behind and
11 they're now asking towns to put in money if they want
12 things done quicker and that sounds like we're tearing
13 up Trafton Road and that's one of my major concerns is
14 I'm trying to keep taxes down.

21.1

15 BRAD SHERWOOD: Brad Sherwood again. I
16 drive down Trafton Road two to four times a day and
17 there are sections of the road where two foot in from
18 each side is sunken. Trafton Road will have to be
19 rebuilt. Webb Road is too narrow for lots of heavy
20 traffic. Infrastructure will have to be rebuilt
21 eventually which within the next five to ten years,
22 who's going to be, pay for that? Has there been a cost
23 estimate done on how much all that would cost, the
24 roads, CMP costs, water and possibly water and sewer?

31.2

25 MR. BELZ: There's been no work on

1 Trafton Road to date for costs.

2 GERARD DUBOIS: They said they'd have to
3 rebuild Lyons Road and they run hundred thousand ton
4 trucks down them roads every day from Pike, that's
5 where their main road is, they don't have to rebuild
6 that road, that exit is fine for what they got.

7 MR. BELZ: Your name, sir?

8 GERARD DUBOIS: Gerard Dubois, 101
9 Trafton Road.

10 MR. BELZ: If you want, we can break up
11 and hit us one to one if you want, if you still have
12 questions or if you want to speak to the court reporter
13 privately with comments, she'll be here for a little
14 longer and we also have the comment sheets on the front
15 table.

16 MS. CHASE: Did everyone sign in? If
17 you haven't, if you could, that would be great.

18

19 (The hearing concluded at 7:47 p.m.)

20

21

22

23

24

25

17.1

Public Hearing/Open House Attendance Sheet
 Interstate 95 Trafton Road Interchange
 City of Waterville and Town of Sidney
 Kennebec County, Maine
 Environmental Assessment

Date: Thursday, May 8, 2014

Time: 6:30 to 8:30 PM

Location: Spang Student Commons Summit Room Thomas College, 180 West River Road, Waterville, ME 04901

PLEASE PRINT

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Elizabeth + Mike Doyon	217 A Town Farm Rd. Sidney	
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