



CHERRYFIELD FOODS, INC.

320 Ridge Rd. • P.O. Box 128 • Cherryfield, Maine 04622

Phone (207) 546-7573 • FAX (207) 546-2713



October 12, 2017

David Bernhardt, PE, Commissioner
Maine Department of Transportation
16 State House Station
Augusta, Maine 04333-0016

Dear Commissioner Bernhardt;

I am writing in strong support of construction of the I-395 to Route 9 connector on behalf of Cherryfield Foods, Inc./Maine Wild Blueberry Company. We are a grower and processor of Wild Blueberries with operations primarily between Cherryfield and Machias, Maine. We also purchase Wild Blueberries from dozens of growers and landowners in the Downeast area. We are very familiar with this project and have been following its development for many years.

As we would say Downeast, building the I-395 to Route 9 connector is "a no brain'ah" from a safety, efficiency, and economic impact perspective. We ship hundreds of truckloads of product west each year and make many dozens of trips to the Bangor area in our regular course of farming and food processing business.

Specifically, most product leaving Downeast Maine traveling west would go Rt. 9, to Rt. 46, to Rt. 1A to I-395. This route travels through two school zones, one on Rt. 46 and one on Rt. 1A with 15 mph zone speed limits twice a day and the related safety issues regarding children being dropped off and picked up. From a safety perspective, Rt. 46 is a hilly, winding road not designed for heavy truck traffic but used heavily to get to I-395. Rt. 1A is a heavily used commuter route between Ellsworth (and the coast) and the Bangor area with the additional overlay of tourist traffic May-October. These safety issues will only increase as development continues on that side of Bangor/Brewer. The connector would eliminate many accidents on these roads and divert truck and other traffic from the school zones located in difficult areas.

Travel times and related costs due to heavy traffic, school zones and poor weather on the current roads would be significantly reduced. The benefits of extending I-395 to Rt. 9 are large in comparison to the relatively short distance of the project. We are pleased to see the I-395 extension project moving forward after a couple of decades of discussion and waiting for it to be built. We wish you success in securing funding.

Sincerely,

David K. Bell
General Manger

10/24/17

David Bernhardt, PE, Commissioner
Maine Department of Transportation
16 State House Station
Augusta, ME 04333-0016

Joel D. Wardwell
PO Box 263
Bucksport, Me. 04416

Re: I-395—Rt. 9 Connector

Dear Commissioner Bernhardt:

I am writing this letter to offer my full support for the extension of I-395 in Brewer/Holden to connect with Rt. 9. I have traveled and worked in this area my whole life. This area, as many areas of Maine, has seen congestion continue to grow. I have lived in Bucksport my entire life and in Dedham, Maine in the summer months. Growing up on the south end of Rt. 46 we have lived with a great deal of truck traffic. The real issue now seems to be a lot of traffic that needs to connect to down east Maine is trapped and mired down in the Rt. 1A traffic. Route 1A is the connection to Rt. 46 which gets this east bound traffic to Rt. 9. Route 1A between Brewer and Ellsworth has a far greater volume of traffic than US Rt. 1---year-round in eastern Maine.

I personally witness this traffic from May to thru Oct. as the summer tourist traffic backs up sometimes nearly a mile on I-395 waiting their turn to get onto 1A heading towards Bar Harbor and points east. Much of this traffic gets to Rt. 46 north and heads to Rt. 9. Accidents on this stretch of 1A our frequent and cause major back-ups of traffic. The intersection of Rt. 46 and 1A and the north end of Rt. 46 are not built for a volume of traffic, especially truck and large RV traffic.

The other alternative is to navigate through Bangor and Brewer to get on your way to Rt. 9 traveling to North Main Street in Brewer. Using Main Street in Brewer with traffic and traffic lights from I-395 to avoid Rt.1A is not a good solution. Neither is coming through Bangor and using either of the other bridge options as these intersections are very busy continually. Neither of these bridge options is good for trucks—tight turns, a bad hill start at State and North Main Streets, and congestion of businesses and turning traffic.

I have worked in the trucking and construction my whole life in this area of Maine. It is time to alleviate this problem and move into the 21st century. The route for the extension has been well thought out with much input, although you cannot make all happy with the route, all agree as to

the need for this highway. This is not just about time saved (it will), alleviating congestion (it will), but above all safety—as I have witnessed the accidents congestion in this area causes.

Thank you for your time, allowing me to share my concerns, and offer my support. If there is anything I can do to help MDOT move this project along please don't hesitate to call me.

Respectfully,

A handwritten signature in black ink, appearing to read "Joel D. Wardwell". The signature is written in a cursive style with a large initial "J".

Joel D. Wardwell

207-852-5602



October 2, 2017

David Bernhardt, PE, Commissioner
Maine Department of Transportation
16 State House Station
Augusta, Maine 04333-0016


Dear Commissioner Bernhardt,

Downeast Economic Development is a private, non-profit organization whose sole mission is to actively recruit new businesses to eastern Washington County. A robust transportation infrastructure is critical to our success. And while we can boast of three international border crossings, partial rail service (in collaboration with Woodland Pulp), a natural deep-water port (Eastport) and a regional airport that can refuel jets and clear customs, *we cannot lay claim to an east/west highway that connects Canada and Washington County directly to Interstate 95.*

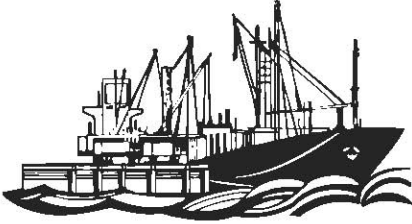
In our efforts to attract new employers to the region it is important that we demonstrate the ability for businesses to transport their goods to and from the market. A connector route between Brewer and Eddington that will feed directly to Interstate 95 will allow for us to make such a claim and to showcase our strategic geographic location – situated between the Canadian Maritime Provinces and the eastern seaboard's major transportation corridor, I-95.

Our area's ability to experience sustained economic growth (and subsequent population growth) are dependent upon projects such as the I-395 Connector. Not only will Routes 9 and I-395 get connected, but those of us living in eastern Maine will also become more easily connected with the rest of the State and New England. We extend our support and anxiously await the completion of this important project.

Sincerely,


Julie Jordan
Director

Downeast Economic Development
P.O. Box 425, Calais, Maine 04619
P.O. Box 370, Baileyville, Maine 04694
207-214-5926
www.downeasteconomicdevelopment.com
ewced@outlook.com



EASTPORT

PORT AUTHORITY

Tel: 207-853-4614 Fax: 207-853-9584
Website: www.portofeastport.org
P.O. Box 278, Eastport, ME 04631-0278

October 19th, 2017

Commissioner David Bernhardt
Maine Department of Transportation
16 State House Station
Augusta, Maine 04333-0016

Dear Commissioner Bernhardt,

I write today to express the Eastport Port Authority's support of the I-395 Route 9 connector project between Brewer and Eddington. As you and the Department are well aware the Port of Eastport Maine is the deepest natural seaport in the entire continental United States boasting a naturally occurring mean low water depth of 64 feet and approach depths all in excess of 100 ft. Complimenting this is the fact that we also have zero air draft restrictions.

Although not hampered by water depth or air draft restrictions and the potential costs that can be associated with such, we are however challenged by our lack of rail access and thusly depend on commercial truck traffic to feed our facility for all current and future business opportunities. Therefore, anything that can be done to make commercial truck traffic flows into eastern Maine more safe and efficient while offering greater connectivity to the Port of Eastport will always have our support.

Being familiar with the completed "I-395/Route 9 Transportation Study" and its evaluation of transportation alternatives to improve regional system linkage, relieve traffic congestion, and improve safety along Routes 1A and 46 we see this project as a specific benefit to the Port's overall transportation infrastructure as well as that of all of Maine.

Sincerely,

A handwritten signature in blue ink that reads "Christopher M. Gardner". The signature is fluid and cursive, written over a light blue rectangular background.

Christopher M. Gardner
Executive Director
Eastport Port Authority



STATE OF MAINE
OFFICE OF THE GOVERNOR
1 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0001

Paul R. LePage

GOVERNOR

October 26, 2017

The Honorable Elaine Chao
Secretary of the U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

I write in strong support of the Maine Department of Transportation's INFRA grant application and the I-395/Route 9 Connector project that this funding would aid. The project will provide a modern highway link between the Interstate system and the National Highway System in Eastern Maine. The new connector would replace a series of highways that link the two systems, some of which are inadequately built, to accommodate current traffic.

As you know, much of Maine is rural and travel distances are great. Completing this vital link between the interstate system in the Bangor and Brewer area, Route 9, and the National Highway System will reduce the travel time and costs for those traveling from points north and south to areas in Downeast Maine and beyond.

These benefits will be especially realized by the citizens and businesses of Washington County. The Port of Eastport will benefit and international commerce shipments between the United States and Canadian ports in New Brunswick and Nova Scotia will gain efficiency in moving goods to market. Forest products and a new paper mill at the eastern end of Route 9 will be afforded more efficient movement of both raw materials and finished products.

Furthermore, the new connector will produce quicker delivery of aquaculture commodities and fresh Maine lobster to current and growing markets. Our expanded promotion of the "Bold Coast" as one of Maine's premier tourism destinations will continue to generate increased visitation to the region. The State will benefit from a stronger economy in Washington County, historically one of the more economically depressed regions in Maine.

Equally important to these anticipated efficiencies, the connector will greatly increase safety by reducing conflicts between local and regional traffic.

The cost for this project is estimated at \$79.25 million for permitting, design, and construction of the connector. The Maine Department of Transportation is seeking an INFRA grant in the amount of \$33,825,000.



PRINTED ON RECYCLED PAPER

I thank you for your careful review of this application, and respectfully request that you consider awarding the Maine Department of Transportation and the I-395/ Route 9 Connector project this INFRA funding.

Sincerely,



Paul R. LePage
Governor, State of Maine



October 4, 2017

David Bernhardt, PE, Commissioner
Maine Department of Transportation
16 State House Station
Augusta, ME 04333-0016

Dear Mr. Bernhardt,

I am writing to you regarding the I-395 to Route 9 connection.

Our company has a satellite office in Bangor and on average make weekly trips to the paper mill in Baileyville. Much of our services are on an emergency basis, requiring our crews to travel all hours and weather. This connection will provide a safer and shorter route than we are currently taking.

I support the efforts of the DOT in their efforts to make this connection. I am hopeful that the project will begin soon, providing a safer and more economical route.

Sincerely,

Michael Cust

Michael Cust
Northern New England Sales Rep.



MAINE AQUACULTURE ASSOCIATION

P.O. Box 148, 103 Water Street, 4th Floor

Hallowell, ME 04347

Phone (207) 622-0136 • Fax (207) 622-0576 • info@maineaquaculture.com

October 20, 2017

David Bernhardt, PE, Commissioner
Maine Department of Transportation
16 State House Station
Augusta ME 04333-0016

Dear Commissioner Bernhardt,

On behalf of the Maine Aquaculture Association, Board of Directors, and its members, I would like to support the Maine Department of Transportation's (MaineDOT) efforts to secure federal funding for connecting I-395 to Route 9 between Brewer and Eddington. The Maine Aquaculture Association represents farmers who grow finfish, shellfish and sea vegetables throughout Maine. Our members grow over \$100 million dollars of product each year, most of which is exported out of state. In addition, our associate members constitute the many infrastructure companies that provide goods and services to aquatic farmers both within state and nationally. Our members move significant amounts of freight on a daily basis from the "Downeast" region along Route 9 and to points south via I 95.

As you know, after 15 years of study, MaineDOT received a "green light" from the Federal Highway Administration to proceed toward construction of the I-395 Route 9 connector between Brewer and Eddington. The completed "I-395/Route 9 Transportation Study" evaluated transportation alternatives to improve regional system linkage, relieve traffic congestion, and improve safety along Routes 1A and 46, and to improve the current and future flow of traffic and the shipment of goods to the Interstate system. In addition, an Environmental Impact Statement examined the environmental effects of the "No-Build" Alternative and three build alternatives developed to determine the best alternative route. According to the study, the proposed connector will provide for approximately a 1.4-million-mile reduction in vehicle miles traveled and a \$250,000 annual savings for Passenger Vehicle when compared to the current routes on 1-A and 46. Freight Truck will realize a reduction of approximately 262,000 in vehicle miles traveled and a \$247,000 in annual savings. In addition the study estimates significant driving time savings which in today's world of strict driving time regulations is critical to our members' efficient operations. Crash savings are estimated at a 20% reduction in fatal and serious incidents saving an additional \$5.2 million

The recently announced Infrastructure for Rebuilding America (INFRA) discretionary grant program provides an exciting opportunity for the State to leverage federal funds to partially pay for this important infrastructure project. Such funding would lessen the burden on MaineDOT to identify already scarce funds for this important project and which would likely affect and postpone other important highway projects. The Maine Aquaculture association strongly supports your application for these funds. This is an important project to our members and their businesses.

Sincerely yours,

Sebastian M. Belle

SMB/rkc



Maine Forest Products Council

The voice of Maine's forest economy

Companies represented on the MFPC Board

American Forest Mgmt.
Baskahegan Co.
BPC Lands LLC
Cross Insurance
Family Forestry
Farm Credit East
Fontaine Inc.
Hancock Lumber
H.C. Haynes
Huber Resources
Innovative Natural
Resource Solutions
J.D. Irving
JM Cote Co.
Katahdin Forest Mgmt.
Key Bank
LandVest Inc.
Limington Lumber
Louisiana Pacific
Maibec Logging
Nkok Brothers
Pingree Associates
Prentiss & Carlisle
ReEnergy
Richard Wing & Son
Robbins Lumber
Sappi Fine Papers
Southern Maine Forestry
Stead Timberlands
TD Bank
Timber Resource Group
Timberstate G.
Verso Paper
W.T. Gardner & Sons
Wagner Forest Mgt.

October 13, 2017

David Bernhardt, commissioner
Maine Department of Transportation
16 State House Station
Augusta, ME 04333-0016

RE: Support for Maine Department of Transportation Maine Department of Transportation's project to connect I-395 to Route 9.

Dear Commissioner Bernhardt,

Since 1961, the Maine Forest Products Council, a not-for-profit trade association, has represented the diverse needs of Maine's forest products community. We speak for logging contractors, sawmills, paper mills, biomass energy, facilities, pellet manufacturers, furniture manufacturers, and on behalf of more than nine million acres of commercial forestland in Maine.

Maine's forest products industry has an \$8.5 billion impact on our state's economy, according to recent research by the University of Maine.

Safe, reliable transportation is essential not only for our industry, but for the communities through which our workers, trucks and products travel.

That's why we strongly support Maine's application for an Infrastructure For Rebuilding America (INFRA) grant. Route 9 is a key road for both wood flow and product delivery. The connector would certainly save transportation time and money for our state's forest products industry, which is struggling to compete in global markets.

Most important, the connector would greatly improve safety, both for our truck drivers and other drivers with whom they currently must share congested urban roads.

We appreciate your consideration.

Sincerely,

Patrick Strauch, Executive Director

MAINE MOTOR TRANSPORT ASSOCIATION

142 Whitten Road

P.O. Box 857

Augusta, Maine 04332-0857

(207) 623-4128 • FAX (207) 623-4096 • www.mmta.com

"The spokesman for the Maine Trucking Industry"

October 11, 2017

David Bernhardt, PE, Commissioner
Maine Department of Transportation
16 State House Station
Augusta, Maine 04333-0016

Dear Commissioner Bernhardt,

I am writing to offer Maine Motor Transport Association's support with MDOT's effort to secure federal funding to connect I-395 to Route 9. MMTA represents approximately 1,380 member companies whose 28,000 employees make their living in the trucking industry in Maine.

The Association appreciates the extensive analysis and planning that has gone into this project thus far and we are encouraged by the stated benefits that this new connector will bring with it. While the potential economic benefits realized by the reduction of truck miles and hours driven is important to our members bottom line, we see the safety benefits as even more critical for all highway users who will travel this new route.

As you know, MMTA's primary focus is to foster and promote safety. We understand and welcome the improved safety benefits that a reduction of vehicle miles travelled, hours driven, and the frequency of interactions with pedestrians, bicyclists, and passenger cars along routes 1A and 46 will have for our industry.

This project will certainly result in less congestion, improved efficiency, and most importantly improved safety of for all modes of transportation utilizing the new connector, including truck traffic. Because of these factors, we are pleased to support your efforts.

Please let Tim or myself know if we can be of further assistance.

Best Regards,



Brian D. Parke
President and CEO
bparke@mmta.com





October 5, 2017

David Bernhardt, PE, Commissioner
Maine Department of Transportation
16 State House Station
Augusta, ME 04333-0016

Via email to becky.pushard@maine.gov

Dear Commissioner Bernhardt:

I am writing to express our Company's support for Woodland Pulp LLC/St. Croix Tissue to be included in the grant application to the Maine DOT seeking to secure federal funding to connect I-395 to Route 9.

We believe the 2B-2 Connector makes great sense economically for our region, as well as for safety and environmental reasons. The impact studies that have been conducted support these benefits. Our employees and vendors travel this route on a regular basis, as do common carriers we engage to deliver our products Downeast. We anticipate a very favorable impact by using the Connector.

This vital corridor will be an improved critical path to our continuing to conduct commerce in the Downeast Region – with Woodland Pulp/S. Croix Tissue and other important customers - and we urge your support of seeking funding approval at both the state and federal levels for the project.

Thank you for your efforts and consideration.

Sincerely,

Steven W Edgcomb Jr.

Steven Edgcomb
Branch Manager
Motion Industries
216 Perry Road
Bangor, ME 04401

Bangor

92 Perry Road • Bangor, ME
207-947-8612 | 877-642-7244

Scarborough

107 Pleasant Hill Rd • Scarborough, ME
207-289-3154 | 800-249-6208

October 5, 2017

Mr. David Bernhardt, PE, Commissioner
Maine Department of Transportation
16 State House Station
Augusta, ME 04333-0016



Dear Mr. Bernhardt:

We are writing in support of the State's INFRA grant application for the I395 to Route 9 Connector Project. We are a distributor of industrial, safety, and construction supplies headquartered in Bangor, Maine. We serve customers along Route 9 from Eddington to Baileyville. Our employees are often on this road for sales and service travel. We also have employees traveling this road to support our inventory services. We also utilize a number of package and freight service companies that travel Route 9 supporting our business. The Woodland Pulp/St. Croix Tissue plant in Baileyville is one of the few vibrant paper mills in the state. The reasons for our support are as follows:

1. The I395 connector will shorten the distance traveled by each of our people on the road.
2. More importantly, the connector will save each of our people time on the road.
3. The connector provides for a safer, and less stressful, means of travel for both our people and all others on the connector.
4. The connector provides for safer driving for all those using the local roads currently carrying this through traffic.
5. The INFRA grant will reduce the scarcity of funds for other important transportation projects in the state and help avoid delays to other safety and productivity improving projects.

Thank you for allowing us the opportunity to express our support. We look forward to the funding of this highly desirable project.

Thank you and best regards,

N. H. Bragg and Sons

Jon Eames
Jon Eames

President

COUNTY OF WASHINGTON
P.O. Box 297, County Courthouse
Machias, Maine 04654
(207) 255-3127
Fax: (207) 255-3313
manager@washingtoncountymaine.com

Commissioners:

Christopher M. Gardner, Chairman
John B. Crowley, Sr., Commissioner
Vinton E. Cassidy, Commissioner

County Manager:

Betsy Fitzgerald
Administrative Secretary:
Carla J. R. Manchester

October 3, 2017

David Bernhardt, PE, Commissioner
Maine Department of Transportation
16 State House Station
Augusta, ME 04333-0016

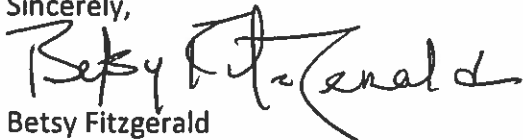
Dear Commissioner Bernhardt:

I am writing on behalf of the Washington County Commissioners who certainly support the construction of an I-395/Route 9 connector between Brewer and Eddington. As residents of Maine, we are all well acquainted with the time and mileage that is saved by using a "short cut." As travelers of many miles per year, finding a new short-cut is celebrated and extensively used once discovered.

Time and travel are intricately related. Being the easternmost county in the state, the Commissioners are well aware and supportive of any action that would reduce the travel burden. MaineDOT has statistics as to the savings that would be realized from such construction including savings in driving time, vehicle miles traveled, and vehicle costs of operation; the numbers are startling.

Washington County prides itself on finding and utilizing efficiencies. The Commissioners have no doubt that a connection between I-395 and Route 9 would be high on the list.

Sincerely,



Betsy Fitzgerald
County Manager



"The Sunrise County – where the sun first shines!"



Washington County Council of Governments

PO Box 631 Calais, Maine 04619 (207) 454-0465

Helping Washington County
Communities Plan for Tomorrow

Judy East, AICP
Executive Director

October 4, 2017

David Bernhardt, PE, Commissioner
Maine Department of Transportation
16 State House Station
Augusta, ME 04333-0016

RE: Federal funding for connecting I-395 to Route 9

Dear Commissioner Bernhardt,

Please accept this letter in support of construction of the I-395 Route 9 connector between Brewer and Eddington. This project will significantly improve the ability of freight and automobile traffic from Washington County to reach the Interstate system.

The economic development benefits run in both directions. Several of our most significant economic sectors will benefit from the ability to reach markets outside of Washington County with greater speed and efficiency. Specific examples of those who will realize savings in both time and cost include:

- the products generated at the newly renovated and expanded tissue mill in Baileyville;
- shellfish and seafood from multiple Downeast harbors;
- bulk materials to the Port of Eastport;
- the largest blueberry harvest in the United States; and
- a growing number of agricultural products.

The tourism sector in Washington County is also diverse and growing. The I-395 connector will support travelers seeking to explore beyond the congestion of Bar Harbor offered in Washington County. The I-395 connector will provide access for an increasing population of cyclists, and enhance four-season access to those with trailers for recreational camping, snowmobiling and ATV trail use. Finally, the efficiency of travel by residents and professional services personnel to and from the I-95 corridor and Washington County will be vastly improved by this I-395 connector. Thank you very much for your efforts to secure federal funding to make this project a reality.

Sincerely

A handwritten signature in cursive script that reads "Judy East".

Judy East, Executive Director



Woodland Pulp LLC

144 Main Street
Baileyville, Maine 04694-9656

207-427-3311
www.woodlandpulp.com

Mr. David Bernhardt, PE, Commissioner
ME. Department of Transportation
16 State House Station
Augusta, Maine 04333



October 2, 2017

Dear Commissioner Bernhardt:

On behalf of the International Grand Investment Corporation, the parent to Woodland Pulp LLC and St. Croix Tissue, Inc. I want to take this opportunity to express our support for the I-395 & Route 9 Connector project.

As you know, we in Baileyville rely a great deal on Route 9 for goods and services to support our operations. In our business, we work tirelessly to advance workplace safety, gain manufacturing efficiencies and reduce our operating cost.

From what we know and understand of the project, we believe this connector will contribute significantly to transportation safety and efficiency. This key infrastructure project will save both time and money to our businesses.

We are encouraged with the progress that you and your department have achieved to date and look forward to the connector being constructed as soon as possible. I am,

Sincerely,

Marco L'Italien

Vice President, East Operations

International Grand Investment Corporation



RECOMMENDED BY FUTURE GENERATIONS.

October 5, 2017

David Bernhardt, PE, Commissioner
Maine Department of Transportation
16 State House Station
Augusta, ME 04333-0016



Dear Mr. Bernhardt,

Jasper Wyman & Son fully supports the proposed connector between I-395 and Route 9. We have facilities in Deblois, ME on the north end of Route 193 and Wesley, ME which are generally accessed via Route 9. The alternative routes to reach our facilities would be:

- I-395 to Route 1A, following 1A to Ellsworth, then continue on 1A into Cherryfield to Route 193
- I-395 to Route 1A, Route 46 to Route 9

The Connector will be the most direct and non-congested route for Wyman's inbound and outbound freight traffic, streamlining traffic flow while improving safety for freight drivers and other motorists.

Freight traffic on Route 46 has increased significantly and will continue to grow in number with time and development of the various freight industries. The Connector will mitigate any negative impact of this anticipated freight traffic increase on Wyman's distribution.

Studies show that freight trucks will realize a reduction of approximately 262,000 in vehicle miles traveled and a \$247,000 in annual savings. Studies also show that freight drivers will save nearly 16,000 hours of driving per year. With the anticipated mandatory E-Log program this is crucial to our operations.

With the Connector, Jasper Wyman & Son would decrease wear-and-tear on trucks, substantially reduce fuel consumption, increasing efficiency and productivity overall, thus ensuring Wyman's of Maine will lead the blueberry industry for years to come.

Sincerely,

Homer Woodward

Jasper Wyman & Son

VP of Operations



Jasper Wyman & Son

P.O. Box 100, Milbridge, ME 04658 Finance: 207.546.3800 Sales & Traffic: 207.546.2311

www.wymans.com