

I-395/Route 9 Connector

The True Transportation Connection

Today's Panel

- Moderator:
 - **Andrew Gobeil**, MaineDOT Communications Director
- Panelists:
 - **Rep. Richard Campbell**, Maine Legislature
 - **Laurie Rowe**, MaineDOT Senior Project Manager
 - **Nathan Howard**, MaineDOT Freight Office
 - **Danielle Tetreau**, MaineDOT Environmental Office
 - **Dana Cloutier**, MaineDOT Senior Highway Designer
 - **Josh Hasbrouck**, MaineDOT Senior Structural Engineer
 - **Cody Russell**, MaineDOT Senior Geotechnical Engineer
 - **Jeffery Coffin**, MaineDOT Resident Engineer
 - **Glenn Adams**, Sargent Business Development Director





RT 9/I395 CONNECTOR THE MISSING LINK

MaineDOT

The Legislative Perspective

Representative Richard Campbell

- Community impacts
- Project challenges
- How is success measured?



History of the Route 9 Connector

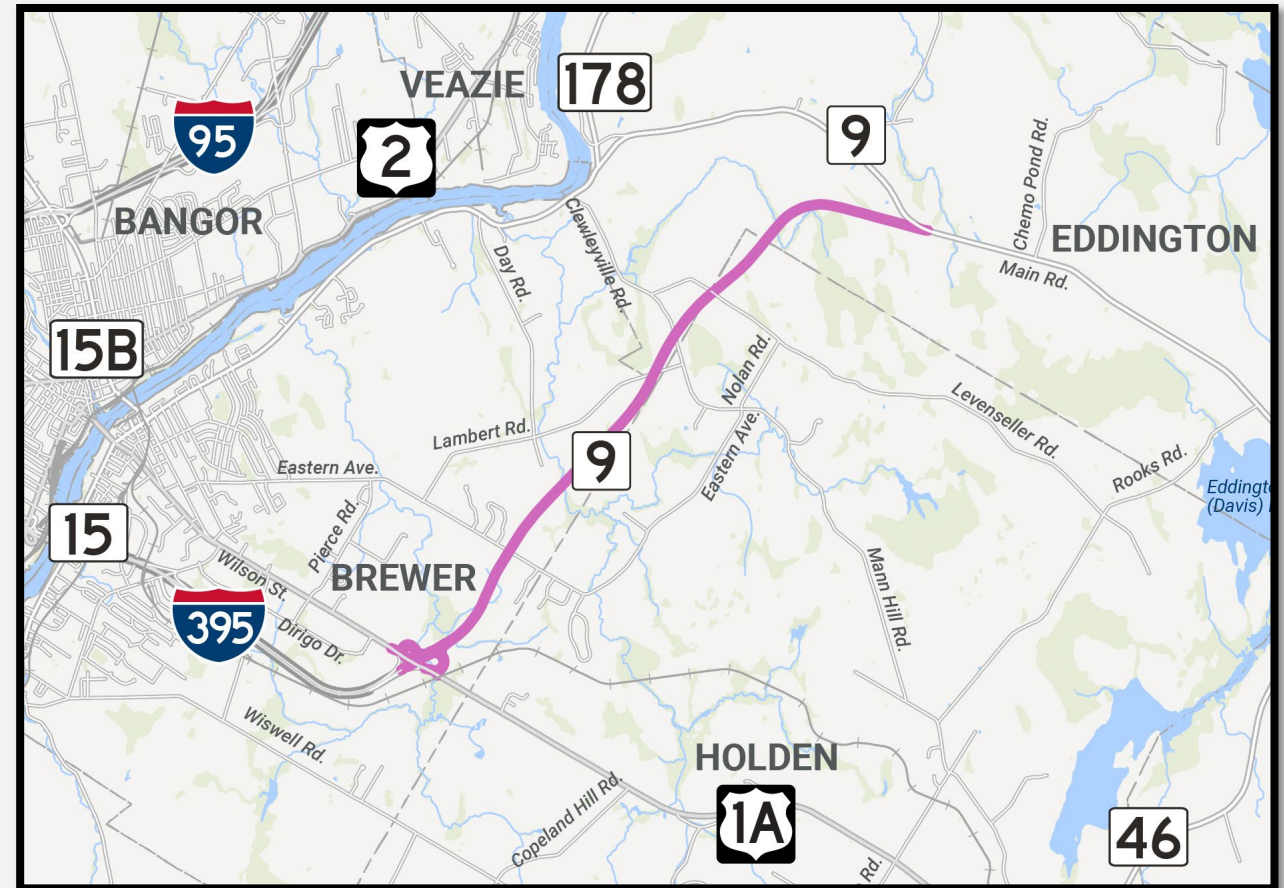
- East-West Highway Studies
 - Proposals date back to 1940
 - “Interstate 92” is considered
 - 1987 LD 625 / SP0231 An Act to Authorize the Construction of an East-West Highway
 - 1999 – MaineDOT study concludes four-lane highway proposals do not justify costs; recommends upgrading existing roads



The Preferred Alternative

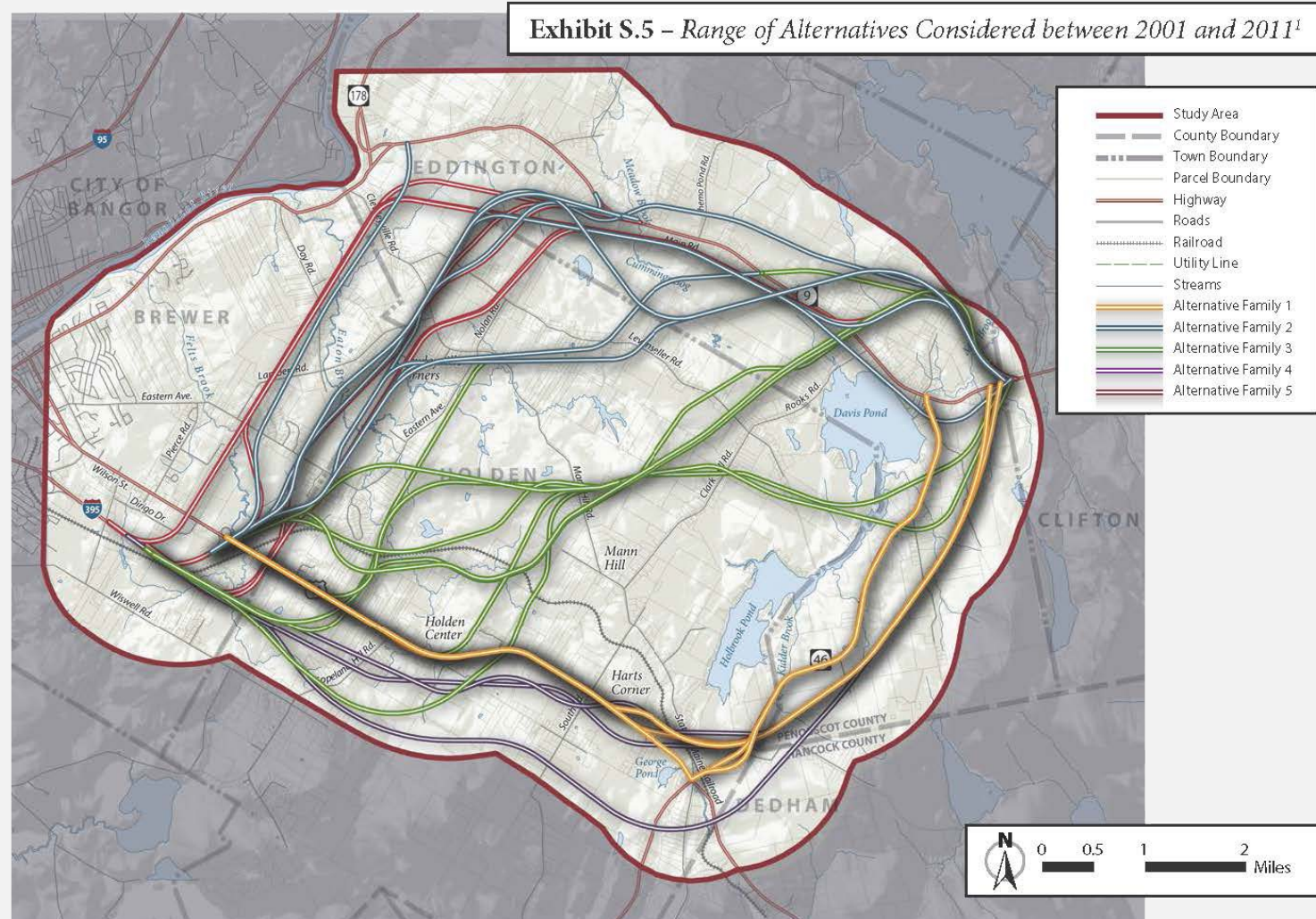
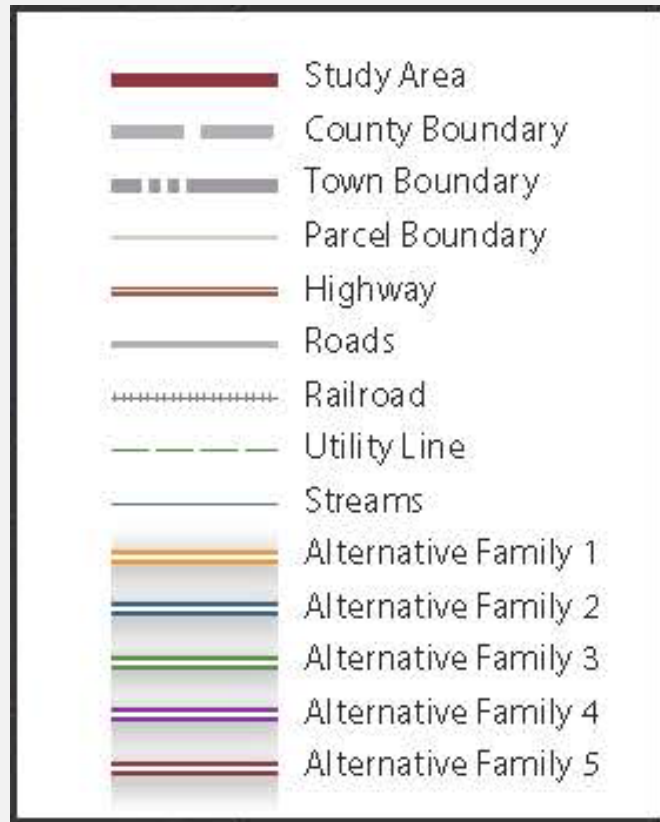
Nathan Howard

- Alternative 3EIK-2 vs 2B-2, the preferred alternative



The “Spaghetti Map”

- 5 “Families” of alternatives totaling over 70 alternatives



MaineDOT Focus

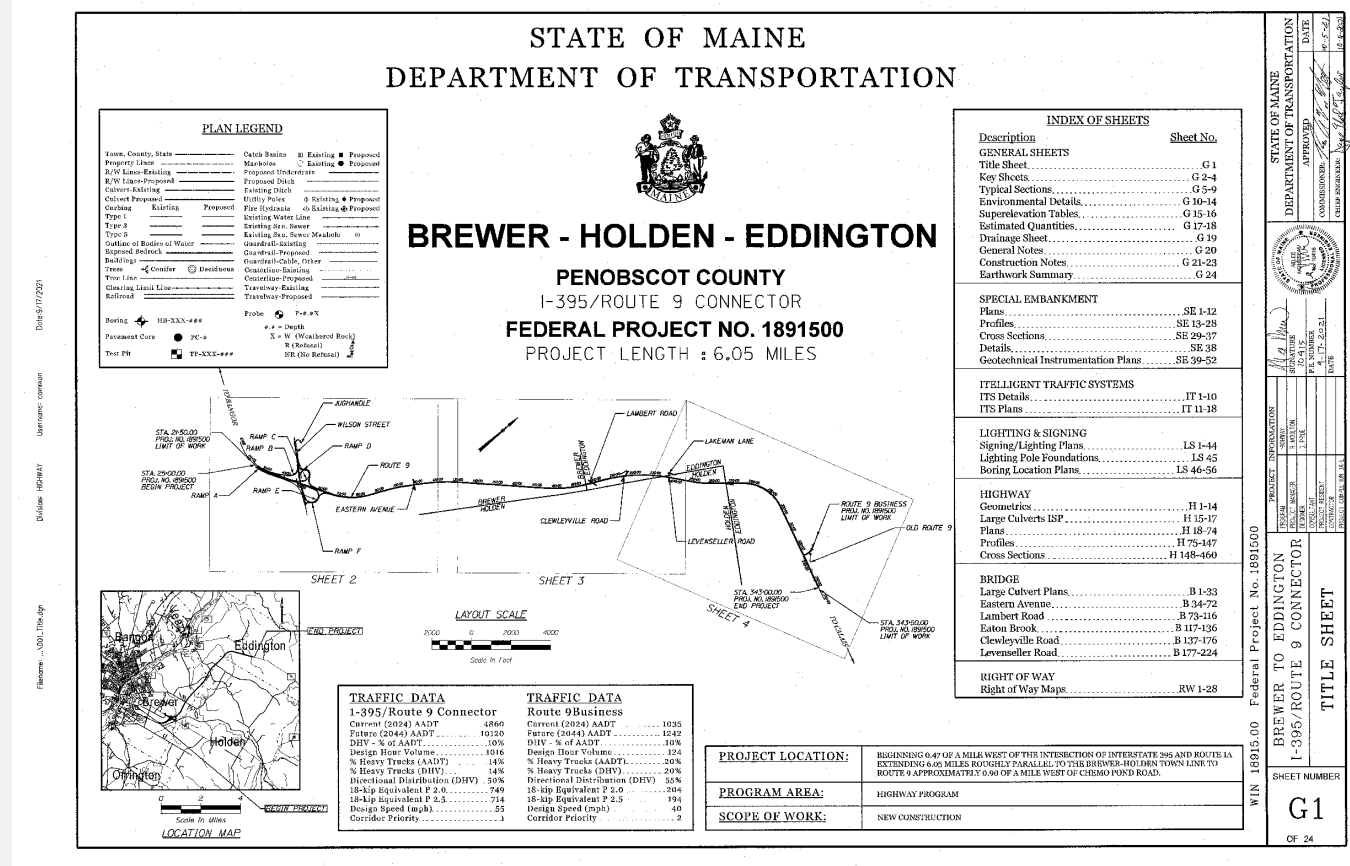
Laurie Rowe

- Design, plan, engineer, collaborative construction



Project Details

- Total length: 6 miles
 - 12' lanes and 8' shoulders
- Total of 5 bridges
 - Under: Route 1A, Eastern Ave., Clewleyville Road, Levenseller Road.
 - Over: Lambert Road
- 2 Snowmobile crossings, 7 stream crossings, 3 wetland crossings, 2 wildlife crossings
- 60 parcels of land were affected and 10 homes acquired



Environmental Successes

Danielle Tetreau

- Determining the location for the underpasses
- Summer 2025 wildlife monitoring
- Mitigation parcel is the largest conserved parcel of land in the greater Bangor area open for hunting and low impact recreation
 - Transferred to MDIFW for management



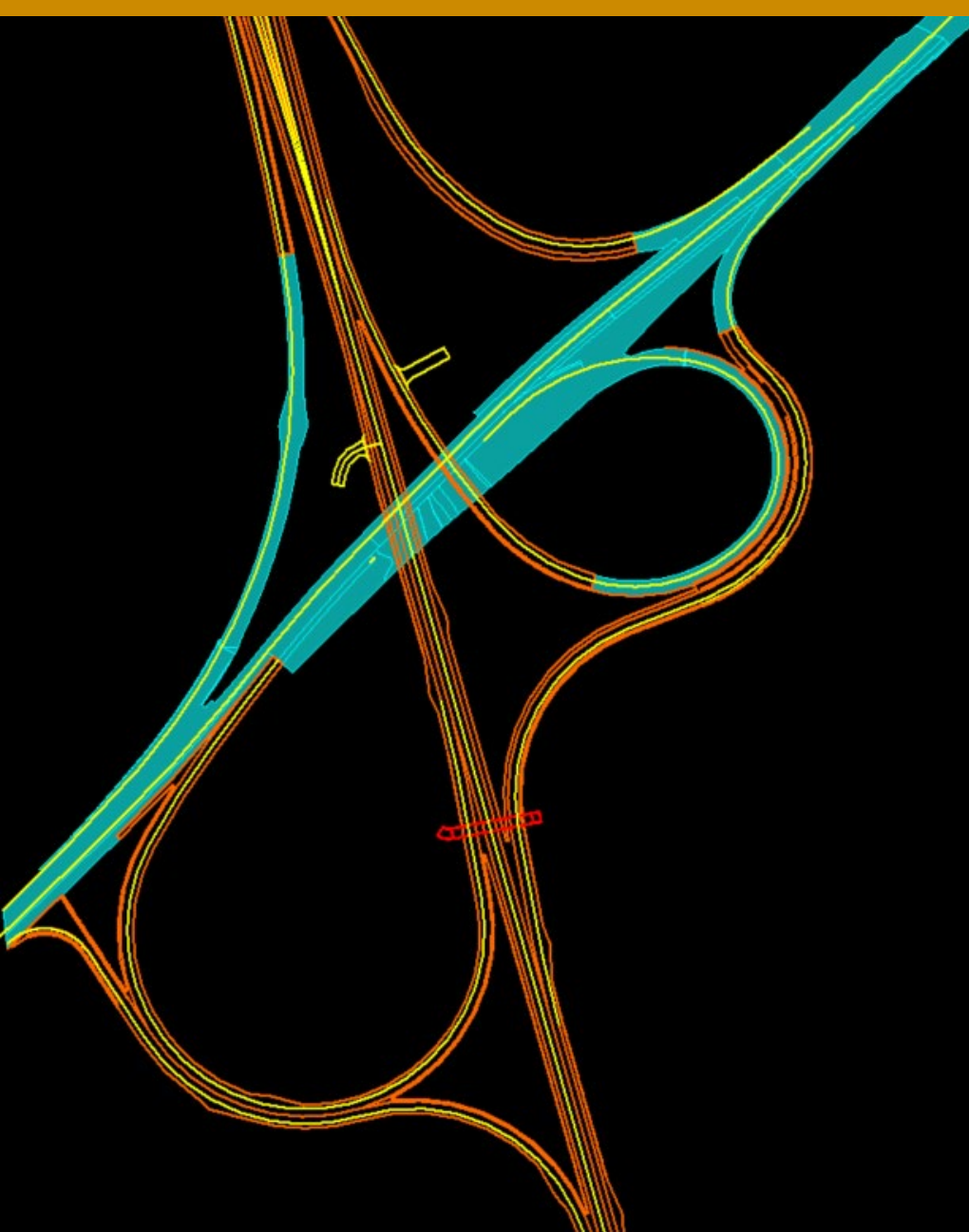
Environmental Challenges

- Wetland and wildlife habitat fragmentation
- Filled approximately 23 acres of freshwater wetland
- Coordinating permitting and mitigation
- Wildlife underpasses
- 8ft Fencing
- Escape ramps, aka “jumpouts”



Highway Design Features

Dana Cloutier



Highway Designer at MaineDOT



- Finishing touches
- Working as a junior engineer

Planning the Wilson St. Bridge

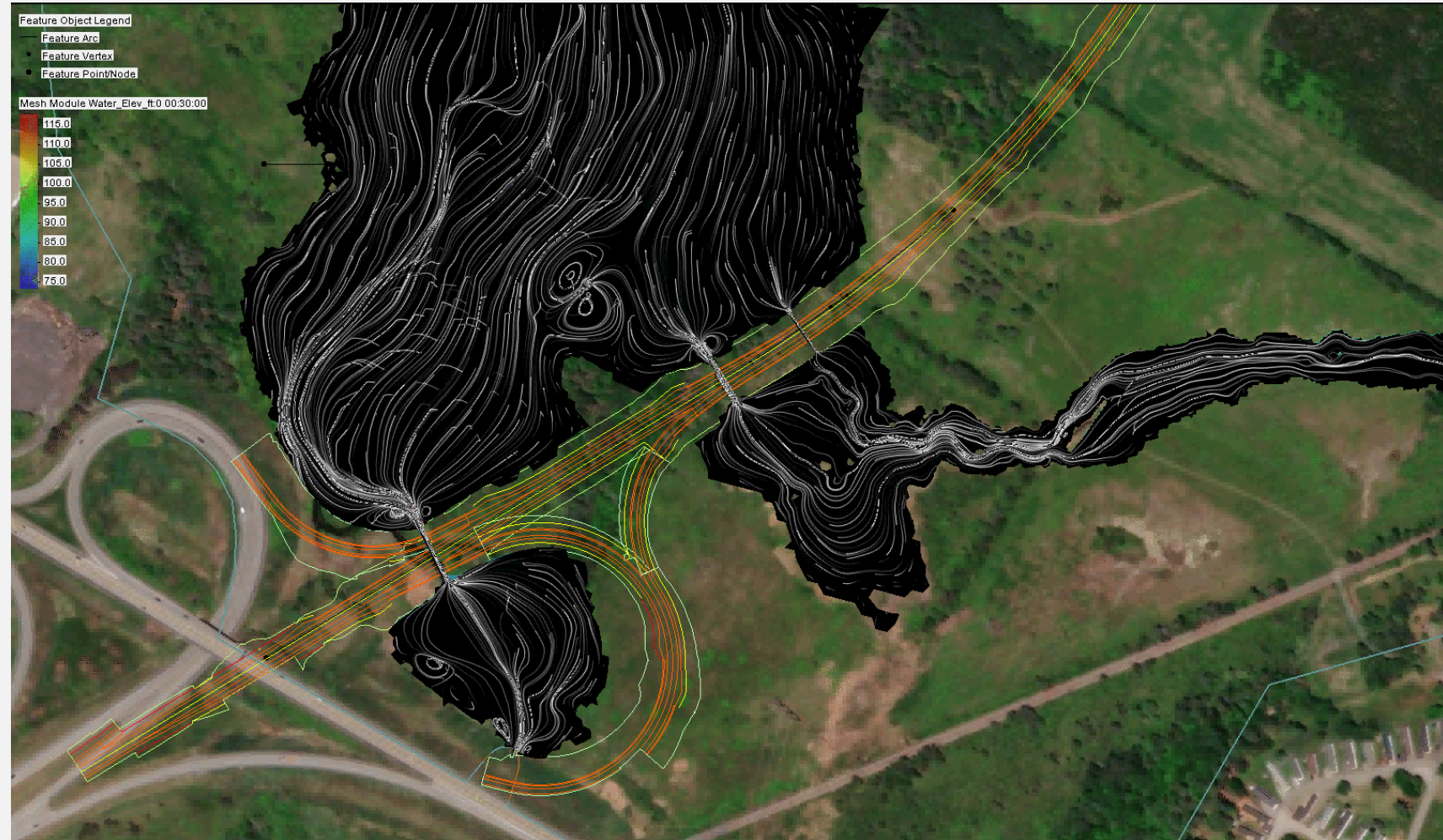
Joshua Hasbrouck

- Designing the bridge with the connector in mind
- Bridge completed in 2021
- Photo from April 2022



Identifying Where to Install Culverts

- Cutting through large floodplains
- Detailed hydraulics assessment



Revisions Throughout

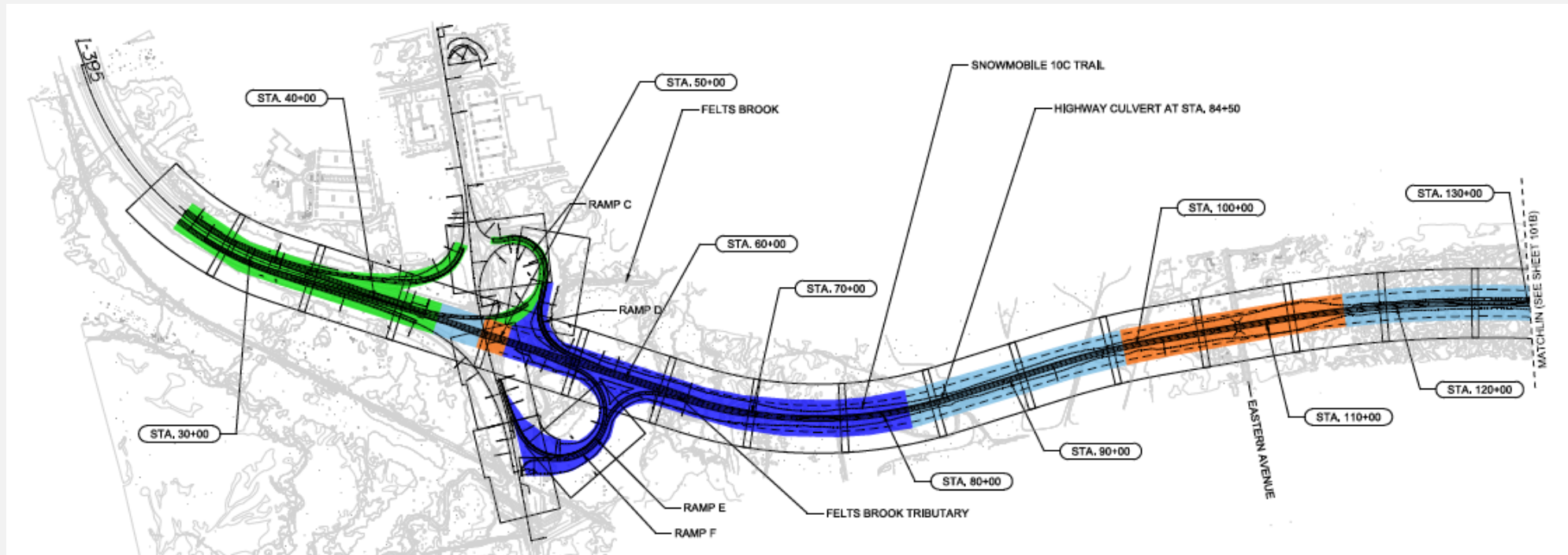
- Poor rock quality at the bridges
- Staying agile



Geotechnical Challenges

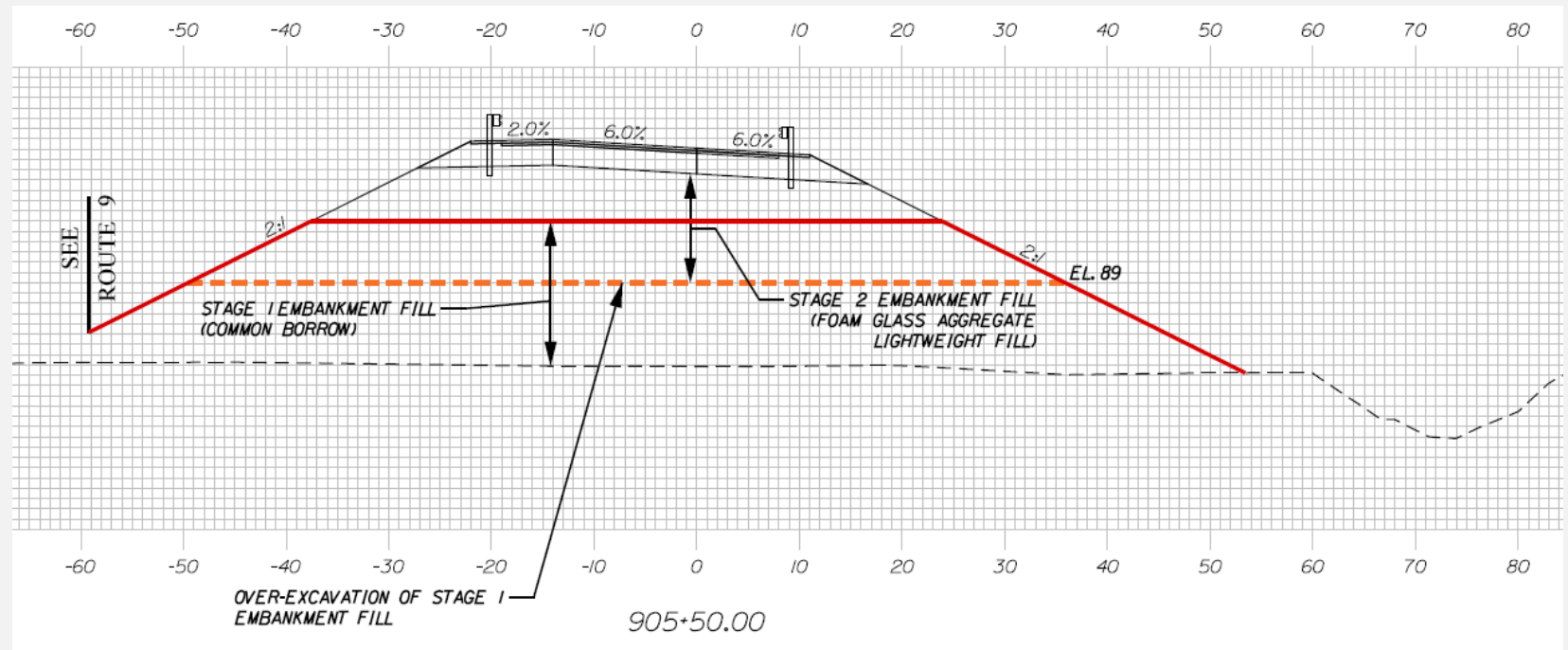
Cody Russell

- Challenging subsurface conditions
- Varying from shallow bedrock to thick deposits of soft, compressible soils



Special Embankment Construction

- Mitigating settlement by utilizing staged construction
- Preload / surcharge program
- Prefabricated vertical drains
- Lightweight fill



Lightweight Fill – ULFGA (Ultra Lightweight Foamed Glass Aggregate)

Jeffery Coffin

- Imported from Pennsylvania
- Used as fill in areas with poor soils



Box Culverts

- 8 Total
 - 3 for critter crossings
 - 2 for recreation
 - 2 for water passage
 - 1 for critters and water



It Takes a Team

Glenn Adams

- Sargent had over 22 subcontractors and 7 major material suppliers



Lightweight Fill Logistics

- 91,000 cubic yards of lightweight fill by Aero Aggregates
- Trucked from over 550 miles away in Eddystone, PA
 - Over 900 tractor box trailer loads
- Strict guidelines for the placement, compaction, and protection of the material

Locally Sourced Aggregate

- “Williams Quarry” in Clifton produced over 145,000 cubic yards of aggregates for this project
- Over 65,000 cubic yards of fill produced by blasting rock on-location



