

# Don't want to hear it—don't want to see it!!

The MaineDOT and the FHWA have identified 15 properties of impact due to high noise levels from this connector and here's their plan to mitigate your impact:

- “Noise barriers were determined to be feasible but not reasonable and therefore will not be constructed.” Draft Environment Impact Statement
- “No barrier evaluated was determined to be reasonable because all options considered exceeded the \$31,000 per benefited residence criteria.” Record of Decision

The failure of the MaineDOT and the FHWA to recognize how their decisions affect impacted residents and what we perceive as a total lack of compassion—is why many continue to push back. There is a twisted belief that even though many of us will be impacted by this connector—at no fault of our own, with zero compensation to make up for the loss of value in our home and the subsequent loss in tax revenues to our community—we will still somehow benefit from the use of the connector and that is complete rubbish. Unless you live on the extreme ends of this connector, you may have to travel further just to gain access to the new connector than to transit as you always have through our existing roads. I would have to travel an extra 4.4 miles to get to the Route 9/46 intersection using 2B-2, and thus will never get any use out of the connector—it is unreasonable to think that I somehow still benefit from it. The DOT should go out of their way to minimize the noise and visibility of this roadway to those that they impact—not hide behind some regulation that says they don't have to.

- Our state and federal transportation professionals seem to have no problem skirting regulations when it favors their ends.