

The following questions were read into the record of the May 2, 2012 Public Hearing by Eddington Selectman Charles Baker. No answers were provided from the many MaineDOT, FHWA and ACOE officials in attendance – only all-inclusive silence...

Question 1: How much is this project really going to cost above and beyond the proposed \$61 million in 2011 and the mitigation costs and unforeseen costs?

Number 2: The state should be able to show economic benefit and return on spending this amount of money. What is the return on investment? What is the economic benefit to local, state, or country?

Number 3: Do we still need this connector given under the recent discussion on the private tolled east/west highway?

Number 4: Who benefits the most from this connector; Canadian truckers or the citizens of Maine?

Number 5: Who will be traveling this connector most?

Number 6: If the purpose of this study is as they stated originally to improve regional system linkage safety on 46, 1A and 9 and to improve current and future flow of traffic and shipment of goods to interstate, have those purposes changed and when?

Number 7: What happened between April of 2009 and today that went from MDOT's 3EIK-2 or No-Build options to today's three alternatives? We have looked at the DEIS and it doesn't really explain these reasons.

Number 8: One of the concerns several years ago was the number of entrances on the proposed Route 9 corridor, folks going to work, bringing children to school, deliveries, et cetera, which has only increased due to Eddington's development over the last few years. Has your safety concerns changed with this increase of entering traffic onto 9?

Number 9: The current truck traffic on Route 9 is bad. With this 2B-2 there will be increased truck traffic and increased safety concerns. How can you demonstrate this additional traffic increase will be safer for our residents?

Number 10: Environment. Felts Brook and Eaton Brook both have salmon, so how can we consider further destroying salmon habitat?

Number 11: What about the reported and sighted Canadian lynx in the area?

Number 12: Farmland. There is a lot more farmland at risk with this route than with 3EIK-2, both active and potential, so is this no longer a concern about losing farmland?

Number 13: They recommend once this route is built that the towns should accommodate by changing zoning and ordinances, which they say they can't make us do it, but they will

push hard for it. The DEIS mentions several times that Route 9 will have limited development in the corridor area because we can't have too many entrances on Route 9. Will this affect future development in town with restrictions placed on town zoning?

Number 14: The DEIS mentions that the Town of Eddington will have an estimated reduction in annual tax revenue of \$17,800. Each town, Brewer and Holden, with the preferred alternative 2B-2 will lose X amount of dollars. How are the towns going to make up for the loss in revenue? How does the state and fed plan to make up lost revenue?

Number 15: Given that the road has been changed from four lanes to two, please demonstrate how this road will be satisfactory until 2035.

Number 16: At one time, 2B-2 was off the table and now 3EIK-2 is off the table and we've been told 3EIK-2 won't be considered. Why?

Number 17: Is No-Build an option?

Number 18: What will the impact on town services be after this is put in? Emergency services?

Number 19: Has any of the potential emergency service needs been discussed with or approved by all three towns emergency service departments? Is there a need for locked access roads along the stretch? Can they only access from either end to get to an accident?

Number 20: Is the state going to shut Route 46 to truck traffic?

Number 21: If the state gives the towns Route 46 to take care of then how much will that cost the towns?

Number 22: Are they going to leave the DOT garage where it is on Route 9? It is a safety issue as it is when the plow trucks try to turn into and out of that lot.

Number 23: Does the literature show that wildlife crossings are affected? Once an animal goes through and marks it are other animals actually going to use it?

Number 24: The scope of work seems to have changed dramatically, so why don't they have to start this process over?

Number 25: What does No-Build mean?

Number 26: What does No-Build mean specifically to Route 46?

Number 27: And finally, will Eddington be able to construct new entrances and exits off of the Route 9 connector in the area, for an example, a dedicated business park? Thank you. (Applause.)