

What will happen to Eddington's Main Road after 2B-2?

AN ACHIEVABLE VISION: SEVEN STEPS TO IMPLEMENTING BETTER EAST-WEST TRANSPORTATION IN MAINE

By Gov. Angus King

[October 6, 1999](#)

“Between Calais and Brewer, we need to protect the existing corridor against further encroachment. We do that by buying the necessary right-of-way and development rights to limit access and other actions that could, if left unchecked, degrade the quality and function of that roadway. These acquisitions will also provide land for additional lanes as they are needed in the future.” October 1999

Transportation Improvement Strategies Alternatives Analysis Technical Memorandum U.S. Army Corps of Engineers Highway Methodology Phase I Submission

[October 2003](#)

“Alternatives providing a direct connection between I-395 and Route 9 east of Route 46 will provide improved regional connections between the Canadian Maritime Provinces and the Bangor region and reduce traffic on other roadways. Such alternatives meet the intent of the East-West Highway Initiative.” October 2003

I-395/Route 9 Transportation Study DEIS/Section 404 Permit Application Meeting with Cooperating Agencies [September 21, 2010](#)

“...the system linkage need and need for a limited access facility should be considered a long-term need. The DOT is committed to the East-West highway vision, and the system linkage need remains a valid need for this study.” September 2010



FEIS Chap 2 | page 38 [January 2015](#)

MaineDOT—by statute—manages the existing 148 access points and 10 local roads on 2B-2's 4.2 mile segment of Rte. 9 and the future of Main Road, Eddington. One plausible scenario to satisfy 2B-2's valid long-term system linkage need and the long-term need for a limited access facility “east of Rte. 46” is annexation of that 4.2 miles of Main Road—essentially cutting the Town of Eddington in two...

“MaineDOT would work with the town of Eddington to maintain the safety and preserve the capacity of Route 9 in the study area. MaineDOT manages access points with Maine's rules governing access management (driveway and entrance siting). Safety, traffic congestion, and system linkage remains a priority concern of MaineDOT, as is preservation of the capacity of the existing highway system. Activities that could be considered to maintain safety and preserve the capacity of Route 9, in accordance with Maine's rules governing access management (driveway and entrance siting) can go no further than working with the town of Eddington to change zoning, eliminating existing and future curb cuts, and working with individual landowners to acquire property or development rights. That authority already exists to help both MaineDOT and the community ensure that safety is maintained in the corridor. MaineDOT has no authority beyond the existing rules to force Eddington to do anything to help reduce traffic conflicts, but MaineDOT is directed by statute to work with Eddington to ensure safety and proper access to the state highway system.” January 2015

It seems clear to many that since access management is under direct purview of the MaineDOT via statute—they essentially control Main Road, Eddington—now and in the future. Don't fall for the argument that one elected official presented a year ago: “I don't believe they will do that”. We never believed they would select 2B-2 either...