

Topic	Stakeholder Comment	MaineDOT Response
Daily Commute	Removal or relocation of the eagles nest would be devastating to the local community (and potentially to local ecology, please make every effort to preserve nature as it was when you got there)), and destruction of indigenous archeological artifacts would be devastating to what's left of indigenous culture in the area. Please think of that. Regarding commute, traffic, and right of way; these are necessary burdens of living in today's world.	Thank you for the comments. MaineDOT has started discussions with the United States Fish and Wildlife Service (USFWS) in regards to the eagle's nest located near the bridge. MaineDOT will be discussing the impacts of construction activities on the eagles with the USFWS. Methods of avoiding and minimizing impacts to the eagle's will be thoroughly investigated. The Maine Historic Preservation commission (MHPC) recommended that the new bridge be located downstream of the existing bridge. The proposed location of the bridge minimizes the impacts to any prehistoric artifacts. The MHPC will be removing and preserving artifacts from the area to be impacted by the project before construction begins on the project.
	Great, thanks!	Your welcome.
None Provided.	This is very much needed thank you.	<i>No response requested.</i>
Right of Way	Landowner along Town Farm Rd. Will this project restrict our access?	MaineDOT will require the contractor to maintain access to the the Town Farm Road during construction. To maintain access, this may require that the end of the Town Farm Road to be temporarily shifted away from the river during construction. The contractor will need some space to build the new bridge. MaineDOT may need to acquire some temporary property rights from the adjacent property owners to construct this temporary entrance.
Right of Way	will access be maintained through right of way	<i>No response requested.</i>
Safety	I approve and support MaineDOT's Milo, Old Toll Bridge #2867 Project. The aspect that I love about MaineDOT's Milo, Old Toll Bridge #2867 Project is that the existing bridge will be replaced with one that is safer and up to current design standards.	Thank you for the comment.

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Safety, Daily Commute, Construction	My wife and I agree with the proposed plan of building the new bridge adjacent to the existing one downstream. It will save money, time, and hopefully last longer. She travels this route 5 days a week and this proposal has eased her concerns with her commute. Also, the extra width for atv's and snowmobiles is very important to us as well.	<i>No response requested.</i>
Safety, Daily Commute, Construction	I am not against this project. My concern is with the recent sinkhole in the Trafton bridge. Shouldn't the trafton bridge take priority?	Thank you for your comment. MaineDOT is starting a project right now to address the Trafton Falls area bridges on Route 6 (WIN 025209.00). The project has \$300,000 in funds to start preliminary engineering to address the Canal Bridge #2124, Second West Opening Bridge #2931, Milo West Opening Bridge #2573, and East Opening Bridge # 2572 over the Sebec River in Milo. The project manager for the project is Andrew Lathe. A preliminary public meeting is tentatively schedule for this project in late 2021. The sinkhole that appeared last week has been filled in and the bridge is safe. MaineDOT inspects bridges every 24 months to insure bridges are safe for the traveling public.
	Why don't you fix the bridge that needs it the most? Trafton Falls is in way worse shape. Use common sense.	Thank you for your comment. MaineDOT is starting a project right now to address the Trafton Falls area bridges on Route 6 (WIN 025209.00). The project has \$300,000 in funds to start preliminary engineering to address the Canal Bridge #2124, Second West Opening Bridge #2931, Milo West Opening Bridge #2573, and East Opening Bridge # 2572 over the Sebec River in Milo. The project manager for the project is Andrew Lathe. A preliminary public meeting is tentatively schedule for this project in late 2021. The sinkhole that appeared last week has been filled in and the bridge is safe. MaineDOT inspects bridges every 24 months to insure bridges are safe for the traveling public.

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Safety	<p>Thank you for responding. Now I got another question for ya, that I never really got a good answer for in the past. My question is how come the bridge being built over the Pleasant River in Milo couldn't have had the same design as the one in Medway, Howland and the one I'm told that is going to be built on the Millinocket coming from Brownville, which is having a wide strip on just one side that was elevated so the groomer and sleds could ride on snow instead of having 6' strips on both sides??</p>	<p>I will reach out to the project manager for the Milo, Pleasant River Bridge project and get an answer to your question. This may take a few days. (05/20/2021)</p> <p>The 6' shoulder widths for new Milo, Pleasant River Bridge are to accommodate snowmobile and ATV use over the bridge, which was discussed during the formal public meeting. I believe the raised trail on the Medway Bridge was paid for through a special one time bond issue. The raised trail on the bridge being constructed on Route 11 in the township of T3 is being constructed with financial support from the Penobscot County Commissioner's Office. (05/21/2021)</p>
	<p>Many members of our club attended that meeting and expressed our concerns and were never told about getting other funding, they made the excuse as there wasn't a sidewalk or something. Actually it was you now that I look back at some correspondence that I saved. We could have come up with the funding to do it the right way, and that being said how much more would it have been? It's not like we were asking for the bridge to be any wider. It's ironic the trail, ITS83 that is going across the Pleasant River bridge is the same trail that is putting all the sled traffic up to the Millinocket bridge. I will send you a letter from another member of our club sent you back in May of 2018. It's a shame that this bridge design can't be corrected, and we'll have to wait another 100 years to plead our case again.</p>	<p><i>No response provided.</i></p>