

## CITY OF CARIBOU, MAINE

In City Council Assembled

April 14<sup>th</sup>, 2008

**Title: RESOLVE, TO DECLARE THE POSITION OF THE CARIBOU CITY COUNCIL ON CORRIDOR ALIGNMENTS BEING CONSIDERED BY THE ARMY CORPS OF ENGINEERS PHASE II PERMIT FOR THE CARIBOU SEGMENT 4 OF THE NORTH-SOUTH HIGHWAY OF THE AROOSTOOK COUNTY TRANSPORTATION STUDY.**

**WHEREAS** the City of Caribou is obligated to enter a position statement to the Army Corps of Engineers on the pending Phase II Permit for Segment 4 of the Aroostook County Transportation Study; and

**WHEREAS** the Phase II Permit provides for three alignment options 4A, 4B and 4C as well as a no-build and Transportation System Management upgrade option subject to public comment as part of the LEDPA consideration; and

**WHEREAS** the City wishes to be on record as seeking mitigation of socio economic impacts including the loss of residential and commercial structures, loss or disruption of commercially viable farmlands, impacts to historic properties and impacts to the City's tax base; and

**WHEREAS** the City finds the future construction of a Route 1 to Route 161 connector as part of Segment 4 to be compliant with the 2004 Comprehensive and 2008 Downtown Plan to separate bypass and truck traffic from Caribou's Downtown thereby lessening detrimental impacts on the roads and development potentials; and

**WHEREAS** the City does not support a No-build Option or Transportation System Management Update as it does not support the Project Purpose of the Aroostook County Transportation Study to improve transportation benefits and economic development and these options do not provide for traffic separation deemed beneficial by both the Comprehensive Plan and Downtown Plan; and

**NOW, THEREFORE** the City of Caribou makes the following Resolves towards three of the alignment Options 4A, 4B and 4C of the Phase II Permit:

The City finds after further investigation of information provided by the lead engineering firm of VHB, that Option 4C is not a true comparison with prior alignments 1,2,3,4A and 4B. The additional socio economic impacts for Option 4C at full build out are not included in the Phase II permit tables. These additional impacts are expected to significantly increase the total impacts of 4C, impacts that were not supported by the City early in the SDEIS development. The City further finds that Option 4C does not address the potential future loss of the roundabout and thus connectivity at Cary Medical Center and North Main Street between the Urban Compact Zone and the City's largest single employer and critical care facility. These impacts are deemed unacceptable. Option 4C

would also not provide for the future release of the retrograde arterial designation of Route 1 from the intersection of Route 89 north thereby allowing for future development within this designated growth district.

The City finds the least support for Option 4A since it presents the greatest structural and socio economic impacts, highest impacts to farmland and wetlands and impacts at least one historic property. The City further finds the number of structures impacted as Option 4A crosses Route 1 as being unacceptable. The City finds the taking of not less than 11 residential structures where Option 4A and 4C crosses Route 1 north of the roundabout as being unacceptable in comparison to the alignment of Option 4B in this same area. The City finds that both Option 4A and 4C take not less than 4 residential structures at the northerly terminus with Route 161, one potentially historic, and that this is objectionable given other alignment options having lower impacts.

The City recognizes Option 4B as having the least socio economic impact, least combined impacts to commercially viable agricultural lands, no impacts to historic properties and the least impact to wetlands. The City finds the structural impacts of not more than 6 units as being significantly lower than 4A or 4C, as having only one residential impact at Route 1 north of the roundabout and no current impact to the historic properties noted at Route 161. The City finds the bisection of commercially viable agricultural lands to be logical along an existing field road yet recognizes the need to provide for agricultural access or cuts post construction of 4B.

The City supports a final design of Option 4B to consider a design specific roundabout or other alternative design than a Tee intersection at Route 161, provided such design does not impact potentially historic properties or other residential structures.

The City desires any alignment not impact the access of Otter Street at Route 89 as with Options 4A and 4B. Access to viable properties within the light industrial park would be detrimentally impacted and the loss of secondary access to the entire light industrial park would impede future growth and create public safety issues.

The City further resolves that any phased construction of Options 4A or 4B that produces the Route 1 to Route 161 connector and routes traffic flows along the existing Route 1 north from Route 89 to the new interchange as being negatively impacting to that portion of Route 1 and the Roundabout intersection at Cary Medical Center. The City finds the need to construct all of Segment 4 in one phase to lessen these potential impacts.

The City of Caribou supports the phasing of Segment 7 in Presque Isle as set forth by the City of Presque Isle Resolve dated March 4, 2008 to construct Segment 7 from the Fort Fairfield Road to the Conant Road first, then from Conant Road to the Westfield Town Line, then the second Aroostook River Bridge and northerly section of Segment 7. The Caribou desires Segment 4 to be built in conjunction with the first two phases of Segment 7 and prior to the second Bridge construction and northern most portion of Segment 7.

**NOW, THEREFORE IN FINAL RESOLVE,** The Caribou City Council as assembled on April 14<sup>th</sup>, 2008 so authorizes by majority vote and submits these positions on Options 4A, 4B and 4C with strongest support of Option 4B if deemed permissible as a LEDPA option. The City will maintain communications with landowners, businesses and

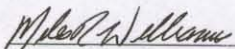
residents and convey their positions to the appropriate authorities towards the development of a final design in support of these positions herein and future positions as may become necessary.

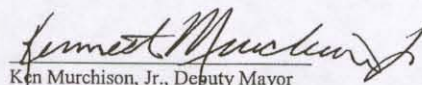
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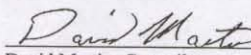
In City Council Assembled

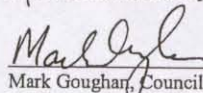
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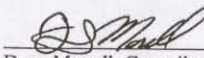
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Miles Williams, Mayor

  
Ken Murchison, Jr., Deputy Mayor

  
David Martin, Councilor

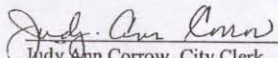
  
Mark Goughan, Councilor

  
Doug Morrell, Councilor

  
Karla Bell, Councilor

  
Robert Albert, Councilor

Attested this 14<sup>th</sup> day of April, 2008

  
Judy Ann Corrow, City Clerk