

MaineDOT Virtual Public Involvement Comment Summary

Project Name: Lubec Maine, Welshpool New Brunswick FDR Memorial Bridge
Improvements

PIN: 020497.00

Description: On-demand, preliminary public meeting to discuss the many improvements being made to the FDR Memorial Bridge in Lubec/Welshpool.

Public Comment 1

Date: 07/08/2026

Level of Support: Neutral

Topics:

Comment: letter received by mail on 7/8/2026. see attached

Public Comment 2

Date: 07/02/2026

Level of Support: In Favor

Topics: Construction

Comment: I've been meaning to bring this to your attention. On this "Comment" webpage, it requires an address from our location. seeing where this is an International Comment, there should also be an available field for the Canadian residents/commenters wishing to reply. It will not accept any form of Canadian Postal Code as it checks with a Database to confirm. I will have to "fudge" the information on this form in order to submit my comment... Can somebody please address this problem...

Maine Department of Transportation Response

Date: 07/06/2026

Response By: Gerald D

Response:

Mr. Fitzgerald,

thank you for bringing this to our attention. This on-line public presentation process is relatively new and I suspect this may be the first project that is (or attempting to) allow for international comments. I will forward your comment to our folks that are responsible for the system to get it addressed. Thank you once again for "fudging" the system and bringing it to our attention

Stakeholder Reply

Date: 07/06/2026

Response Type: Reply

Response: thank you.

Public Comment 3

Date: 07/02/2026

Level of Support: In Favor

Topics: Daily Commute, Construction

Comment: At [ALL] future meetings held on Campobello Island the Speaker should be on a mic so the people can hear. I found out after the first one, several people had difficulty hearing. A projected date of 2032 is much to distant. To expedite the process there should be only one decision to be made, "Where is the New Bridge to be built". It should be to the other side of the Post Office, across to boundry line touching down to the left of the Canadian Port Authority. That way the current bridge could carry the traffic until completion of the New one.

Maine Department of Transportation Response

Date: 07/02/2026

Response By: Gerald D

Response:

Thank you for your feedback and I apologize for the audio issues. We will make sure to have audio equipment at future meetings. We understand your concerns with the current schedule but we are required to follow a process that evaluates all possible alternatives including the potential for rehabilitation before we can proceed directly to a full replacement. Thank you for your suggestion for the location of a replacement bridge and it will be considered should that alternative be selected.

Public Comment 4

Date: 06/30/2026

Level of Support: In Favor

Topics: Daily Commute

Comment: I'd like you guys to sit in a car at the top of the bridge while 18 wheelers go over it

and see how quickly your mind changes about needing a brand new bridge.

Public Comment 5

Date: 06/27/2026

Level of Support: In Favor

Topics: Daily Commute, Construction

Comment: I believe with the shorter time between large scale fixes and the increase in costs each year that a new bridge would be more economical. A new bridge would be best built from the Stockford Park area to the existing Canada Customs. There would be a lot of room for a new CBP building there with all the security requirements.

Public Comment 6

Date: 06/26/2026

Level of Support: In Favor

Topics: Daily Commute, Construction, Bike and pedestrian accommodations

Comment: Concern over the lifespan of the current bridge reaching the end of it years. Repairing is just a temporary fix. I feel the bridge needs a replacement. The less impact for businesses and residents of lubec would be new placement to the water street side of the current bridge structure. Bridge approach and alignment would have impact on a few residents, but not as many as it would if place on the other side where the breakwater, multiple residents, and stockfords Park is located. This would allowed for a possible better alignment entering the Canadian Port of entry, which currently has many alignment and access issues for larger commercial vehicles. Doing temporary repairs on the bridge is just placing a bandaid in a wound. Will cover it up for a bit but will not hide the visible scars afterwards. The "walkways" on the side of the bridge deck are too narrow for pedestrians and by I left to safely walk on. Summer months see many pedestrians and bicyclists crossing the bridge on a daily basis. A new bridge could address this issue to include wider sidewalks for both pedestrians and cyclists to use. The daily use of the bridge by locals to get essentials, to go to work, to travel to appointments off island, sees people dri ing across the bridge at least twice daily. The wear and tear from daily traffic has taken its toll on the bridge and it shows.

Public Comment 7

Date: 06/25/2026

Level of Support: In Favor

Topics: Daily Commute, Construction

Comment: This is unacceptable, the bridge had a 50 year lifespan, it's 14 years overdue for replacement, a weight restriction or one lane will significantly affect businesses on the island and residents. The only acceptable option is a temporary bridge while the existing bridge is fully restored or a brand new bridge.

Public Comment 8

Date: 06/25/2026

Level of Support: In Favor

Topics: Daily Commute, Construction, Bike and pedestrian accommodations

Comment: After long consideration, I believe it is in the best interest of the two communities to construct a new bridge located at the site of the Mulholland Point Lighthouse across to the area of the Lost Fisherman's Memorial. The Lighthouse location has a head start as an approach to the bridge as it is already elevated, and rocked. After the Bridge is complete these two icons could be installed at the former bridge location. The location on the US side could be returned back to its original state, of Water Street running all the way from the Boat Ramp, N Water Street to Haddock Point, Mowry Beach area, S. Water Street, while on the Canadian side, it could use the existing bridge approach as a prominent location to put the Lighthouse.. Picturesque for both purposes. The existing port Authority on the Canadian side could be used as an extension of the Visitor Centre, or for some other purpose to be determined at a later time. Route 189, Washington Street, running down the hill would bring visitors and locals facing the Lost Fisherman's Memorial, and directing traffic thru the Business District of Lubec in order to cross the new bridge [FDR II]. The original Customs and Border Patrol building could be turned entirely over to the Postal Service, while a new updated CBP would be constructed at the new bridge site at the northern end of N. Water Street. It is my hope that serious consideration is given to this idea. It would alleviate the problem of long term construction/repairs to the existing bridge structure, which has reached its end of life. The traffic could continue to flow at the current site until, the new bridge, FDR II, is completed. I would like to be notified that this [plan] has been read by human eyes with serious consideration.

Maine Department of Transportation Response

Date: 06/25/2026

Response By: Gerald D

Response:

Mr. Fitzgerald,

Thank you for your interest and suggestion for a new bridge location. It is certainly a valid alignment and will be considered as we work our way through the design process

Stakeholder Reply

Date: 06/25/2026

Response Type: Reply

Response: Thank you for your prompt response, I believe that if this idea is presented properly it would be well received. Dwayne

Public Comment 9

Date: 06/25/2026

Level of Support: In Favor

Topics: Daily Commute, Construction

Comment: Connect Lubec Maine using a Causeway to Campobello Island, much in the same way Moose Island is connected to the mainland at the location of the Passamaquoddy Reserve is to Eastport. This was done back in the day when the Fundy Tidal Project was in the works... It still performs today with very little maintenance. In the long term this is by far the most cost effective, and lowest maintenance.

Maine Department of Transportation Response

Date: 06/25/2026

Response By: Gerald D

Response:

Mr. Fitzgerald,

thank you once again for your interest in this project and suggestion. I would agree that a causeway certainly requires less maintenance than a bridge with considerable savings long term. With that said, it would require significant (and difficult) environmental permits and US Coast Guard approval which could be difficult to obtain. In addition, I suspect the causeway may not be well received by the public as one of the comments from the Open House was that this current

navigation channel is critical to the Lubec fishing and tourist industry as it would require much longer travel by the boats around Campobello Island. Once again, we will certainly take your suggestion into consideration as we work our way through the design process

Public Comment 10

Date: 06/23/2026

Level of Support: Neutral

Topics: Construction

Comment: Seems like way too long to take to repair the bridge. Doesn't seem right that it would take 6 years to even begin the process. Never heard of such a thing.

Maine Department of Transportation Response

Date: 06/25/2026

Response By: Gerald D

Response:

Thank you for your interest in this project. The typical design timeframe can vary based on a number of factors including design difficulty, impacts, permitting, potential acquisition of rights if work is beyond the existing Right of Way, availability of funding, and other factors. Simple projects without impacts beyond the right of way can be advertised within a year or two (assuming funding is available). However, a lengthier timeframe for more difficult projects is expected especially for this particular bridge. Not only is this bridge considered historic which adds additional "hoops", it is an international bridge requiring duplication of efforts such as environmental permitting, utility coordination, acquisition of rights, etc in both countries which can potentially add time. Lastly, the funding is currently in 2032 for both countries which would not allow project advertising until that year.