

## Maine's 50 most badly needs transportation improvements per TRIP

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10/31/2013 2:27 PM

To: Brewer City Council; Brewer City Manager; Councilman Ferris; Councilman Vachon; Deputy Mayor Goss; Mayor O'Connell; Eddington Board of Selectman and Town Manager; Carol Woodcock / U.S. Senator Susan Collins; Elizabeth Montgomery Schneider MacTaggart / U.S. Senator Angus King; Representative Arthur Verow - District#21; Representative David Johnson - District#20; Rosemary Winslow / U.S. Congressman Mike Michaud; Senator Edward Youngblood - District#31;  
Cc: Personal addresses redacted.

Original full BDN article redacted for website use.

“TRIP, a Washington, D.C.-based nonprofit that researches transportation and infrastructure issues, released a [24-page report](#) Thursday titled “Maine’s Top 50 Transportation Challenges and Improvements Needed to Address Them.”

“Due to insufficient transportation funding at the federal, state and local level, Maine faces numerous challenges in providing a road, highway and bridge network that is smooth, well-maintained, as safe as possible, and that affords a level of mobility capable of supporting the state’s economic goals,” the report states.

<http://bangordailynews.com/2013/10/31/news/bangor/report-outlines-50-most-badly-needed-transportation-improvements-in-state-bangor-bridge-comes-in-2nd/>

The I-395/Route 9 Connector does not show up in the TRIP top 5. WHY NOT?

The I-395/Route 9 Connector does not show up in the TRIP top 20. WHY NOT?

The I-395/Route 9 Connector does not show up in the TRIP [top 50](#). WHY NOT?

Are there any other projects that the MDOT could or should be doing? Seems so....

The \$61 million in state and federal funds saved by cancelling the I-395/Route 9 Connector would be better spent on the unmet transportation needs of our state. This TRIP report proves that!!

L Adams

The following list describes Maine's top 20 surface transportation challenges. Additional information for each route, as well as the full list of 50 challenges, can be found in [Appendix A](#).

- 1. Needed Reconstruction of a portion of Route 3 in Bar Harbor.** Addressing this challenge will require reconstructing 4.8 miles of Route 3 in Bar Harbor from approximately one half-mile west of Sand Point Road to Route 233. Estimated cost is \$14 million. Route 3, the Acadia All-American Road, is perhaps the most significant highway in Maine for the tourism industry, providing access to Acadia National Park and over 1,000 beds for lodging. It carries approximately 10,317 vehicles per day. The current design and construction of the road lead to constant cracking at the margins. Safety will be greatly improved with better road geometrics, improved access, and improved facilities for pedestrian and bicycle. This completes Route 3 improvement projects from the head of the island near Trenton to Bar Harbor.
- 2. Needed Replacement of Union Street Bridge in Bangor.** Addressing this challenge will require replacing the Union Street Bridge over I-95 in Bangor. Estimated cost is \$8.7 million. This is a critical bridge over I-95 on Union Street (Route 222), providing access to Bangor International Airport and the University of Maine at Bangor.
- 3. Needed Reconstruction of a portion of Route 302 in the Portland area.** Addressing this challenge will require reconstructing Route 302 from Stack Em Inn Road and extending west 5.19 miles. Estimated cost is \$7.4 million. Route 302 is the major highway from Portland to Fryeburg and Conway, New Hampshire. It is a major route for commerce, supplying raw products and finished goods to market, as well as a significant commuter route for the labor force in the Greater Portland labor market. This route also serves the tourist rich areas of Fryeburg, Maine and Conway, New Hampshire. There are no practicable alternative routes without adding substantial time and cost.
- 4. Needed Replacement of Pine Point Crossing Bridge in Scarborough.** Addressing this challenge will require replacing the Pine Point Crossing Bridge over the Pan Am Railroad. Estimated cost is \$3.3 million. This bridge, located on Pine Point Road (Route 9), provides primary access to the Coastal Beaches surrounding the Cumberland-York County boundary. The bridge carries an important highway supporting tourism economy. Loss of the bridge would have negative economic impact especially to businesses along

this section of Route 9. There are no practicable alternative routes without adding substantial time and cost.

5. **Needed Replacement of Bar Mills Bridge from Buxton to Hollis.** Addressing this challenge will require replacing the deteriorated Bar Mills Bridge over the Saco River at the Buxton – Hollis town line. Estimated cost is \$8.3 million. The replacement of this bridge will improve safety and access and provide a more direct connection from Buxton to Hollis.
6. **Needed Capacity Expansion of the International Marine Terminal (IMT).**  
Addressing this challenge will require property acquisition to increase the capacity of the terminal, providing direct rail access to the terminal, and other infrastructure improvements. Estimated cost is \$9 million. The International Marine Terminal (IMT) in Portland was selected by the Icelandic Steamship Company, Eimskip, to serve as their North American logistical hub, and only port of call in the US. They have been carrying freight to and from Portland since March 2013. Maine businesses will benefit from competitive access to important markets in Eastern Canada, Scandinavia and Northern Europe.
7. **Needed Replacement of Durham Bridge between Durham and Lisbon.** Addressing this challenge will require replacing the Durham Bridge (Route 9) over the Androscoggin River. Estimated cost is \$6.8 million. This is an essential bridge over the Androscoggin River. Route 9 provides a major commuter route through high-population regions, from southern and western Kennebec through the rural areas of Cumberland County west of I-295. Route 9 is important as a commuter route for work force from rural areas to the service centers communities along its length from Gardiner to Portland. There are no practicable alternative routes without adding substantial time and cost.
8. **Needed Reconstruction of a portion of River Road in Westbrook and Windham.**  
Addressing this challenge will require reconstructing three miles of River Road from Westbrook town line to 0.17 miles south of the intersection of Chute and Depot Road. Estimated cost is \$4.8 million. River Road, an important commuter route, holds significant regional importance as a “bypass” alternative to congestion on Route 302 between Portland and Windham. It is an important route for goods and services that

support regional businesses. Alternative routes are available, but with increased travel times and cost.

- 9. Needed Reconstruction of a portion of Route 2 in Old Town and Milford.** Addressing this challenge will require reconstructing 0.75 miles of Route 2 from Bradley Road to .29 miles north of Ferry Road. Estimated cost is \$3.5 million. Route 2 provides a major non-interstate link from Houlton to Bangor and is a critical link from the forests of the region to the lumber and paper mills of the area, including those in Old Town, Bucksport and Lincoln.

**10. Needed Construction of the Approach to the International Bridge at Fort Kent.**

Addressing this challenge will require constructing the approach associated with replacing the International Bridge on Route 1 in Aroostook. Estimated cost is \$5.2 million. Route One connects the border crossings at Ft Kent, Madawaska, and Van Buren. This corridor, which carries approximately 8,100 vehicles per day, is the principal highway link to Route 11, Route 161, and to I-95 in Smyrna and Houlton. It is the transportation backbone of the natural resource based economy, serving as the gateway to the vast undeveloped forest of the “Maine Woods” and supplying raw products to paper and lumber mills throughout northern Maine. Route One also serves as a critical corridor for the logging, agricultural, winter sport and tourism industries. It also provides improved access to Canadian seaports.

- 11. Needed Reconstruction of a portion of Route 1 in York.** Addressing this challenge will require reconstructing Route 1, beginning at the York town line and extending north 2.25 miles. Estimated cost is \$7.6 million. Modernization of portion of Route 1 will improve safety and travel efficiency on this route, which is the backbone of the region's economy, particularly benefiting tourism.

- 12. Needed Reconstruction of a portion of Route 2 in Dixfield.** Addressing this challenge will require reconstructing 2.77 miles of Route 2 in Dixfield, from Hall Hill Road to one half-mile east of Canton Point Road. Estimated cost is \$6.6 million. Route 2 from Bangor to the New Hampshire state line is a critical east-west corridor in the state, serving local, regional, national and international commerce.

- 13. Needed Rehabilitation of a portion of Route 1 in Searsport.** Addressing this challenge will require rehabilitating 1.85 miles of Route 1 in Searsport, from Savage Road to

Station Avenue. Estimated cost is \$5 million. Route 1 is one of the most important highways in Maine, providing for access for tourism and serving as a critical link to the Port of Searsport.

- 14.Needed Rehabilitation of Deer Isle-Sedgwick Bridge.** Addressing this challenge will require rehabilitating the Deer Isle-Sedgwick Bridge. Estimated cost is \$3.5 million. This bridge, which carries approximately 2,837 vehicles per day, connects the towns of Stonington and Deer Isle on the island of Deer Isle to the mainland in Sedgwick. It supports the economy of one of Maine's prime lobstering communities, as well as the tourism industry. No highway alternatives are available without this bridge. Constant vigilance and maintenance of this bridge is needed due to the high coastal wind conditions.
- 15.Needed Replacement of Kittery Overpass Bridge.** Addressing this challenge will require replacing the Kittery Overpass Bridge over Route 236. Estimated cost is \$3.2 million. The replacement of this deteriorated bridge, which travels over Route 236 and connects Maine and New Hampshire, will improve safety and travel efficiency and provide an important non-Interstate connector for commerce and for the traveling public.
- 16.Needed Replacement of Bridge Street Bridge in Westbrook.** Addressing this challenge will require replacing the Bridge Street Bridge over the Presumpscot River in Westbrook. Estimated cost is \$4.4 million. This bridge over the Presumpscot River connects two major sections of the town of Westbrook and serves as a major regional commuter route, carrying approximately 12,320 vehicles per day. There are no practicable alternative routes without adding substantial time and cost.
- 17.Needed Improvements to Penobscot River Bridge in Enfield.** Addressing this challenge will require making needed improvements to the Penobscot River Bridge, located on the Howland-Enfield town line. Estimated cost is \$17.1 million. This is an essential bridge on Route 6, which is a major east-west highway. The route provides a primary link between north and central Penobscot County and eastern areas of the state to Piscataquis County and points west.
- 18.Needed Replacement of the Covered Bridge over the Little Androscoggin River in Oxford.** Addressing this challenge will require replacing the covered bridge over the Little Androscoggin River on Route 121, just northwest of West Poland Road in Oxford.

Estimated cost is \$4.3 million. Route 121 is the primary link from Oxford and its major new business, the Oxford Casino, to I-95. It also provides an efficient, direct route from the paper mill in Rumford to the interstate system.

**19.Needed Reconstruction of a portion of Route 7 in Dexter.** Addressing this challenge will require reconstructing 1.6 miles of Route 7, beginning one-tenth of a mile north of Mechanic Street and extending north 1.6 miles. Estimated cost is \$5.2 million. Route 7 is an important link from I-95 in Newport to Piscataquis County. Reconstruction will result in improved safety and economic access, particularly to a major lumber mill in Dover-Foxcroft.

**20.Needed Reconstruction of a portion of Route 8 in Belgrade.** Addressing this challenge will require reconstructing three miles of Route 8, from Route 27 in Belgrade extending north for three miles. Estimated cost is \$3.8 million. Route 8 provides a more direct link between Augusta and Anson-Madison and Norridgewock than does I-95. Agri-business, paper mill, and other natural resource based industries rely on this highway to reduce travel time to southern markets. It connects to Route 201, the major highway in the region that links to the Commercial Border Station on the USA-Canadian border northwest of Jackman. Route 8 also serves the Belgrade Lakes Region, a major recreational area in mid-Maine.