

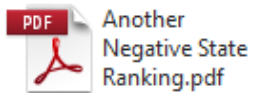
Another negative ranking for Maine

Larry Adams

7/16/2013 3:24 PM

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

Cc: Personal addresses redacted.



Good afternoon to all,

Last April, I provided a document addressing Maine's failed infrastructure (roads and bridges) with data from the TRIP Research Group and the American Society of Civil Engineers.

The attached document is another group's perspective on the condition of our nation's bridges.

14.8% (one in seven for a total of 356) of Maine's 2,408 bridges are rated as structurally deficient as reported by Transportation for America.

33% of major roads in the state are rated poor or mediocre as reported by the TRIP Research Group. I'd prefer a pothole than to find myself going through the deck of a bridge.

We can no longer ignore our failing infrastructure; this problem has obviously been festering for years and needs immediate attention with a change in priority at the State and the Federal level.

How can the state of Maine contemplate building a brand new bypass, or contemplate building a brand new connector, or contemplate adding additional lanes to an interstate when our existing roads and bridges are in such disrepair?

"Adding more miles to our transportation system in this current fiscal environment doesn't make financial sense," said [Bernhardt](#), "Our responsibility going forward is to manage our existing infrastructure within our existing budget." (MaineDOT Commissioner Ends Plans To Build Bypass Around Wiscasset. 8.1.11)

I don't believe the economic environment surrounding transportation issues has improved since the Commissioner's proclamation two years ago and in fact with a sluggish economic recovery and forecasted shortfalls in the state's Highway Fund—the environment may have worsened.

AND just today in the BDN: [Fitch Ratings has downgraded](#) some of Maine's transportation bonds, citing a "sluggish" economy among other factors in its decision. The rating agency on Friday downgraded the Maine Municipal Bond Bank's \$208.9 million transportation infrastructure revenue bonds from AA to AA-, according to a news release. The agency claimed in its statement that "the downgrade reflects the state's sluggish economic performance in the recovery, weak demographic trends, and a statutory change in the fuel taxes that makes collections more sensitive to shifts in fuel consumption."

In the simplest of terms—shouldn't repair and/or replacement of existing failed infrastructure TRUMP new construction?

Thank you for your consideration, Larry Adams

Another Negative State Ranking—Maine's Bridges are 9th Worst in the Nation:

Nearly a third—**30 percent**—of Maine's bridges (20 feet or longer) **are currently rated as structurally deficient or functionally obsolete**. Fourteen percent of Maine's bridges (20 feet or longer) are rated as structurally deficient. Sixteen percent of Maine's bridges are rated functionally obsolete.

http://www.tripnet.org/docs/ME_Transportation_by_the_Numbers_TRIP_Report_Oct_2012.pdf

Report: Maine Bridges Among Worst in the Nation

06/19/2013 12:00 PM ET

The report released today by Transportation for America indicates that bridges in Maine are the ninth worst in the nation.

Maine bridges are the ninth worst in the nation. That's according to a new report released today by **Transportation for America**, a group that advocates for changes in transportation policy.

The group's report, **The Fix We're In For 2013**, indicates that some heavily-traveled bridges in Maine are rated as structurally deficient. The findings are based on data from the Federal Highway Administration.

According to the report, one out of seven bridges in Maine is deteriorating, and 15 percent of the state's bridges are rated as structurally deficient, by government standards. The national average is 11 percent, the group says.

"Deferring maintenance of bridges and highways can cost three times as much as preventative repairs," says Nancy Smith, executive director of **GrowSmart Maine**, in a statement. "The backlog also increases safety risks, hinders economic prosperity and significantly burdens taxpayers."

There is one bright spot in the report: The number of deficient bridges in Maine has dropped since the group's last bridge survey issued in 2011, from 389 to 356.

<https://www.mpbn.net/News/MaineHeadlineNews/tabid/968/ctl/ViewItem/mid/3479/ItemId/28569/Default.aspx>



The Fix We're In For: The State of Our Bridges

2013: U.S. states, ranked by percentage of deficient bridges

State	Rank	Total bridges	Total deficient	Percent deficient	Change in deficient bridges over 2011	Percent change in deficient bridges since 2011	Average age - all bridges	Average age - deficient bridges	Average daily traffic on deficient bridges
Pennsylvania	1	22,667	5,543	24.5%	-500	-8.3% better	54	75	18,994,224
Oklahoma	2	23,778	5,382	22.6%	+77	1.5% worse	46	64	7,236,161
Iowa	3	24,465	5,191	21.2%	-249	-4.6% better	44	69	1,728,828
Rhode Island	4	754	156	20.7%	-7	-4.3% better	55	66	2,598,405
South Dakota	5	5,869	1,208	20.6%	+10	0.8% worse	46	69	354,303
Nebraska	6	15,391	2,778	18.0%	-42	-1.5% better	44	71	724,206
North Dakota	7	4,445	746	16.8%	+19	2.6% worse	45	69	95,368
New Hampshire*	8	2,429	362	14.9%	-21	-5.5% better	52	74	1,796,425
Maine	9	2,408	356	14.8%	-33	-8.5% better	50	69	924,423

<http://t4america.org/resources/bridges/>

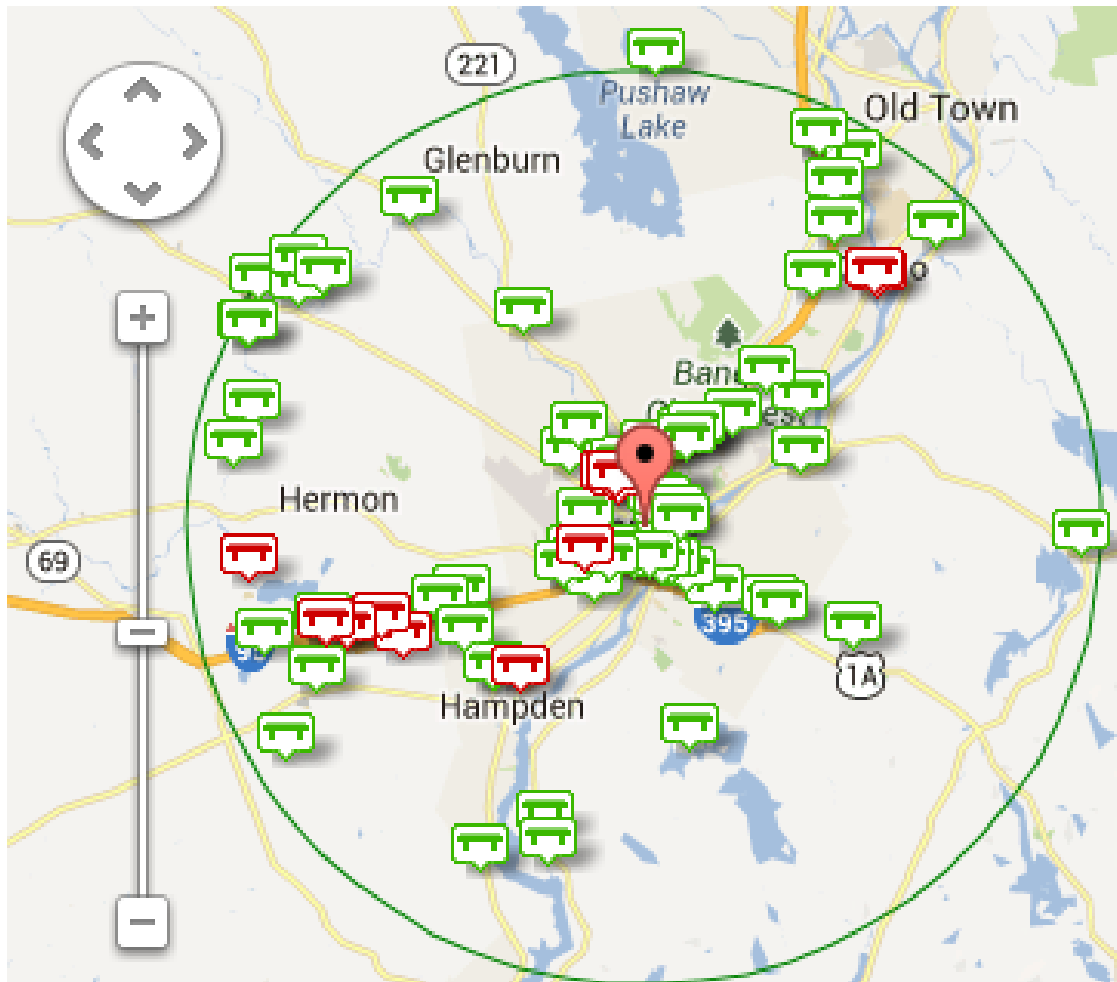
What does **structurally deficient** mean? Highway bridges have three primary components: 1) **the deck**, which is the top surface of the bridge that cars, trucks and people cross; 2) **the superstructure**, which supports the deck; and 3) **the substructure**, which uses the ground to support the superstructure. Each of these bridge features is given a rating between 0 and 9 when inspected, with 9 signifying the best condition. Federal guidelines classify bridges as “structurally deficient” if one of the three key components is rated at 4 or less (poor or worse), meaning engineers have identified a major defect in its support structure or deck. (There is a handful of other criteria that can result in a deficient grade, but for the majority of deficient bridges, one of these three primary components rates a 4 or below.) Federal law requires states to inspect all bridges 20 feet or longer at least every two years, though states typically inspect structurally deficient bridges far more often.

<http://t4america.org/docs/bridgereport2013/2013BridgeReport.pdf>

- Find the condition of the bridges in your area: <http://t4america.org/resources/bridges/>

Bridges within ten miles of:

bangor,me



 Structurally deficient

http://t4america.org/resources/bridges/#?latlng=44.8011821000001,-68.77781379999999&bridge_id=

Structurally deficient bridges within 10 miles of Bangor Maine as reported by t4America:

'ISLAND AVE.	'ISLAND AVENUE	'SA 6	'ROUTE 222	'INTERSTATE 95	'I-395 (IND SPUR)
'1.5 MI. EAST US RTE 2 in Penobscot County	'1.8 MI.EAST US RTE 2 in Penobscot County	'INTERCHANGE #47 in Penobscot County	'INTERCHANGE #47 in Penobscot County	'0.7 MI W JCT RTE 15 in Penobscot County	'0.3 MI E OF I-95 in Penobscot County
Structurally deficient ⓘ	Structurally deficient ⓘ	Structurally deficient ⓘ	Structurally deficient ⓘ	Structurally deficient ⓘ	Structurally deficient ⓘ
Built 1902 National bridge ID 1799 ⓘ 177 cars per day (avg.) ⓘ	Built 1902 National bridge ID 1800 ⓘ 158 cars per day (avg.) ⓘ	Built 1960 National bridge ID 5790 ⓘ 10,550 cars per day (avg.) ⓘ	Built 1960 National bridge ID 5797 ⓘ 16,870 cars per day (avg.) ⓘ	Built 1960 National bridge ID 5791 ⓘ 24,720 cars per day (avg.) ⓘ	Built 1959 National bridge ID 5796 ⓘ 16,420 cars per day (avg.) ⓘ
Ratings ⓘ Deck: 4 Superstructure: 4 Substructure: 3	Ratings ⓘ Deck: 3 Superstructure: 4 Substructure: 2	Ratings ⓘ Deck: 4 Superstructure: 7 Substructure: 5	Ratings ⓘ Deck: 4 Superstructure: 6 Substructure: 5	Ratings ⓘ Deck: 6 Superstructure: 4 Substructure: 6	Ratings ⓘ Deck: 5 Superstructure: 7 Substructure: 4
Inspections ⓘ Inspection frequency: 24 months Last inspection: November-2010	Inspections ⓘ Inspection frequency: 24 months Last inspection: November-2010	Inspections ⓘ Inspection frequency: 24 months Last inspection: January-2012	Inspections ⓘ Inspection frequency: 24 months Last inspection: January-2012	Inspections ⓘ Inspection frequency: 24 months Last inspection: January-2012	Inspections ⓘ Inspection frequency: 24 months Last inspection: August-2011

'US 1A & 9	'MANNING MILLS RD	'I 95 NB	'95 NB	'95 NB	'NEWBURG RD
'4 MI N 9&202 in Penobscot County	'1.1 MI N RT 202 in Penobscot County	'3.3 MI E TL / 95 MI 177 in Penobscot County	'2.5 MI E TL/ 95 MI 177. in Penobscot County	'2 MI E TL/95 MILE 176.5 in Penobscot County	'1 MI NE HINKLEY HILL RO in Penobscot County
Structurally deficient ⓘ	Structurally deficient ⓘ	Structurally deficient ⓘ	Structurally deficient ⓘ	Structurally deficient ⓘ	Structurally deficient ⓘ
Built 1924 National bridge ID 2334 ⓘ 5,100 cars per day (avg.) ⓘ	Built 1996 National bridge ID 3366 ⓘ 60 cars per day (avg.) ⓘ	Built 1961 National bridge ID 5949 ⓘ 12,190 cars per day (avg.) ⓘ	Built 1961 National bridge ID 5950 ⓘ 12,190 cars per day (avg.) ⓘ	Built 1961 National bridge ID 5951 ⓘ 12,190 cars per day (avg.) ⓘ	Built 1950 National bridge ID 5225 ⓘ 1,100 cars per day (avg.) ⓘ
Ratings ⓘ Deck: 5 Superstructure: 4 Substructure: 5	Ratings ⓘ Deck: 6 Superstructure: 5 Substructure: 3	Ratings ⓘ Deck: 4 Superstructure: 7 Substructure: 6	Ratings ⓘ Deck: 4 Superstructure: 6 Substructure: 6	Ratings ⓘ Deck: 4 Superstructure: 6 Substructure: 5	Ratings ⓘ Deck: 4 Superstructure: 6 Substructure: 5
Inspections ⓘ Inspection frequency: 24 months Last inspection: May-2011	Inspections ⓘ Inspection frequency: 24 months Last inspection: June-2010	Inspections ⓘ Inspection frequency: 24 months Last inspection: July-2011	Inspections ⓘ Inspection frequency: 24 months Last inspection: July-2011	Inspections ⓘ Inspection frequency: 24 months Last inspection: July-2011	Inspections ⓘ Inspection frequency: 24 months Last inspection: June-2011

http://t4america.org/resources/bridges/#?latlng=44.80118210000001,-68.77781379999999&bridge_id=%0A1799

Functionally obsolete bridges within 10 miles of Bangor Maine as reported by t4America:

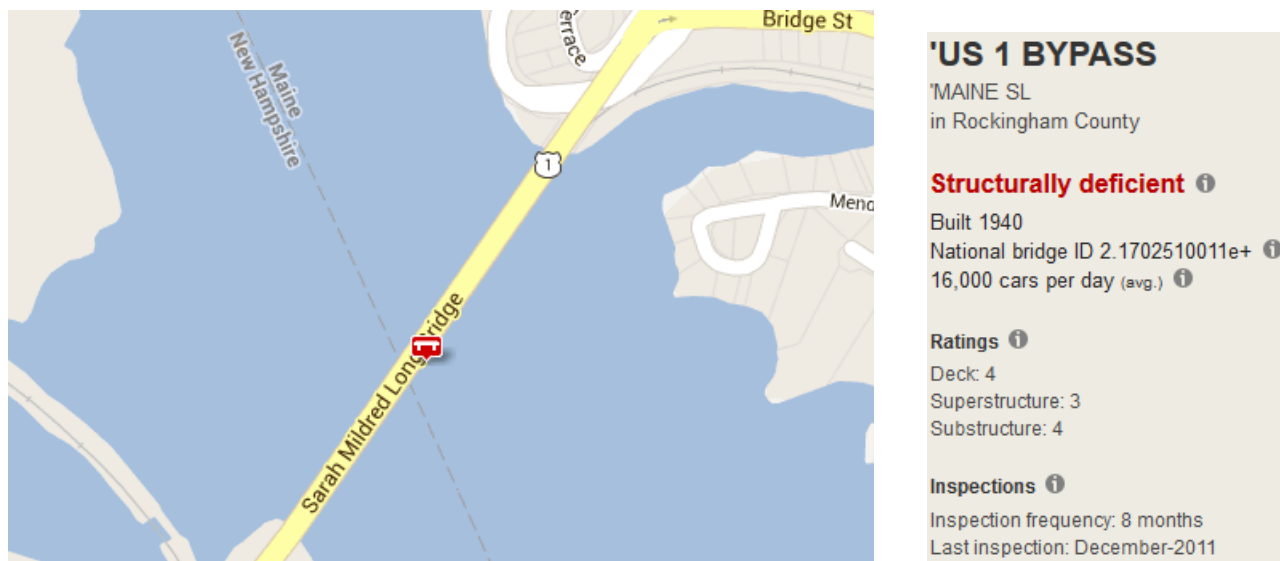
<p>'STILWATER AVE. '1.7 MI.N. I-95 in Penobscot County</p> <p>Functionally obsolete ⓘ Built 1952 National bridge ID 1472 ⓘ 17,240 cars per day (avg.) ⓘ</p> <p>Ratings ⓘ Deck: 5 Superstructure: 7 Substructure: 6</p> <p>Inspections ⓘ Inspection frequency: 24 months Last inspection: September-2011</p>	<p>'HOGAN ROAD 'INTERCHANGE 187 in Penobscot County</p> <p>Functionally obsolete ⓘ Built 1960 National bridge ID 5823 ⓘ 8,320 cars per day (avg.) ⓘ</p> <p>Ratings ⓘ Deck: 6 Superstructure: 6 Substructure: 6</p> <p>Inspections ⓘ Inspection frequency: 24 months Last inspection: January-2011</p>	<p>'STILWATER AVE. '0.7 MI N of jct I-95 in Penobscot County</p> <p>Functionally obsolete ⓘ Built 1952 National bridge ID 2806 ⓘ 17,150 cars per day (avg.) ⓘ</p> <p>Ratings ⓘ Deck: 5 Superstructure: 6 Substructure: 6</p> <p>Inspections ⓘ Inspection frequency: 24 months Last inspection: September-2011</p>	<p>'ROUTE US202 '0.2 MI S OF JCT I-395 in Penobscot County</p> <p>Functionally obsolete ⓘ Built 1964 National bridge ID 6081 ⓘ 2,090 cars per day (avg.) ⓘ</p> <p>Ratings ⓘ Deck: 6 Superstructure: 6 Substructure: 5</p> <p>Inspections ⓘ Inspection frequency: 24 months Last inspection: August-2011</p>	<p>'I-95 SOUTHBOUND '0.2 MI SW OF I95 / I39 in Penobscot County</p> <p>Functionally obsolete ⓘ Built 1962 National bridge ID 1429 ⓘ 15,450 cars per day (avg.) ⓘ</p> <p>Ratings ⓘ Deck: 6 Superstructure: 7 Substructure: 5</p> <p>Inspections ⓘ Inspection frequency: 24 months Last inspection: December-2011</p>	<p>'I-95 SOUTHBOUND 'INTERCHANGE 182 in Penobscot County</p> <p>Functionally obsolete ⓘ Built 1960 National bridge ID 1428 ⓘ 21,520 cars per day (avg.) ⓘ</p> <p>Ratings ⓘ Deck: 9 Superstructure: 7 Substructure: 8</p> <p>Inspections ⓘ Inspection frequency: 24 months Last inspection: January-2012</p>
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<p>'PAPERMILL RD '2.5 MI N RT 202 in Penobscot County</p> <p>Functionally obsolete ⓘ Built 1984 National bridge ID 864 ⓘ 330 cars per day (avg.) ⓘ</p> <p>Ratings ⓘ Deck: 7 Superstructure: 7 Substructure: 7</p> <p>Inspections ⓘ Inspection frequency: 24 months Last inspection: June-2010</p>	<p>'KENDUSKEAG ROAD '0.1 MI NE OF JCT RTE 22 in Penobscot County</p> <p>Functionally obsolete ⓘ Built 1950 National bridge ID 5253 ⓘ 1,800 cars per day (avg.) ⓘ</p> <p>Ratings ⓘ Deck: 6 Superstructure: 6 Substructure: 6</p> <p>Inspections ⓘ Inspection frequency: 24 months Last inspection: May-2011</p>	<p>'RTE 222 '1.8 MI NW OF GLENBURN T in Penobscot County</p> <p>Functionally obsolete ⓘ Built 1953 National bridge ID 5489 ⓘ 4,840 cars per day (avg.) ⓘ</p> <p>Ratings ⓘ Deck: 5 Superstructure: 7 Substructure: 7</p> <p>Inspections ⓘ Inspection frequency: 24 months Last inspection: May-2011</p>	<p>'ROUTE 9 & US 202 '2 MI E TOWNLINE in Penobscot County</p> <p>Functionally obsolete ⓘ Built 1951 National bridge ID 5109 ⓘ 2,940 cars per day (avg.) ⓘ</p> <p>Ratings ⓘ Deck: 6 Superstructure: 7 Substructure: 6</p> <p>Inspections ⓘ Inspection frequency: 24 months Last inspection: May-2011</p>	<p>'MILL CREEK ROAD '2MI W OF RTE15 ON INV6 in Penobscot County</p> <p>Functionally obsolete ⓘ Built 1982 National bridge ID 3361 ⓘ 180 cars per day (avg.) ⓘ</p> <p>Ratings ⓘ Deck: 7 Superstructure: 7 Substructure: 7</p> <p>Inspections ⓘ Inspection frequency: 24 months Last inspection: October-2011</p>
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http://t4america.org/resources/bridges/#?latlng=44.8011821000001,-68.77781379999999&bridge_id=%0A1472

Sixteen percent of Maine's bridges are functionally obsolete. Bridges that **are functionally obsolete—no longer meet current highway design standards**, often because of narrow lanes, inadequate clearances or poor alignment. <http://www.tripnet.org/docs/ME Transportation by the Numbers TRIP Report Oct 2012.pdf>

AND—as if the last two pages weren't bleak enough—don't forget the Sarah Mildred Long Bridge; a fiscal burden to Maine citizens of \$72.5 to \$85.0 million, based on current \$170 million estimate and \$25 million Tiger Grant request. Obviously a top priority, this project may unfortunately defer repair/replacement of other structurally deficient or obsolete bridges because of funding shortfalls.



http://t4america.org/resources/bridges/#?latlng=43.0881256,-70.73613699999999&bridge_id=%0A2.1702510011e+
The Sarah Mildred Long Bridge Replacement - The Regional River Crossing



The SML Replacement Project is a joint venture between the Maine and New Hampshire Departments of Transportation, with MaineDOT serving as the lead. This project is part of a "Three Bridge Agreement" between Maine and New Hampshire to address their jointly owned bridges spanning the Piscataqua River. The other two bridges are the "high level" bridge that carries I-95, and the Memorial Bridge that links the communities of Portsmouth and Kittery, and offers vehicle, bike and pedestrian travel.

The Sarah Mildred Long Bridge, built in 1940, provides a regional link between Maine and New Hampshire, and is the critical back-up route in case of disruption on the Interstate 95 Bridge. SML carries crucial commercial traffic along the US Route 1 Bypass including movement of people and goods to the Navy Shipyard in Kittery that employs 4,200 workers.

Maine and New Hampshire have agreed to replace Sarah Mildred Long Bridge instead of implementing the rehabilitation project outlined in the March 2011 Memorandum of Agreement between Maine and New Hampshire regarding the three Piscataqua River bridges. The DOTs will equally share the costs of replacing the SML Bridge which is now estimated to be \$170 million.

The design process gets under way in 2013 and it is anticipated that construction will begin in the spring of 2015.

<http://www.maine.gov/mdot/sml/>

According to T4America data:

- **The 2,408 bridges (total) in the state of Maine have an average age of 50 years.**
- **14.8% of Maine's total bridges (one in seven or 356) are rated as structurally deficient.**
- **Those 356 structurally deficient bridges have an average age of 69 years.**
- **12 structurally deficient bridges—within ten miles of Bangor—111,725 cars use those bridges daily.**
- **11 functionally obsolete bridges—within ten miles of Bangor—91,860 cars use those bridges daily.**
http://t4america.org/resources/bridges/#?latlng=44.8011821000001,-68.77781379999999&bridge_id=%0A5225

The American Society of Civil Engineers asserted in December 2012: **MaineDOT forecasts a \$150 million per year shortfall in funding for transportation over the next 10 years based on current revenue outlook.**

(ASCE Press Release pg 2) <http://www.maineasce.org/MaineRC/RCPressRrelease2012.pdf>

The American Society of Civil Engineers asserted in December 2012: **Current investment levels by the state are not sufficient to address the growing needs of the system. Over the next ten years, MaineDOT will not meet goals for roads and bridges set out by the Legislature in 2012, unless a \$150 million per year gap in funding is resolved.**

(ASCE Roads pg 5) <http://www.maineasce.org/MaineRC/MaineRoads12062012.pdf>

The American Society of Civil Engineers asserted in December 2012: **Maine must restore investment in its highway infrastructure as a funding priority for the safety and economic well-being of the state's residents and businesses.** (ASCE Roads pg 5) <http://www.maineasce.org/MaineRC/MaineRoads12062012.pdf>

Our limited State and Federal tax dollars need to be spent wisely on repairing our existing infrastructure. In this current fiscal environment, adding more miles to the state's transportation system without adequately maintaining the existing infrastructure doesn't make good financial sense.

Thank you for your time and consideration, Larry Adams