

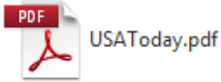
USA Today article

Larry Adams

7/29/2013 6:48 PM

To: Brewer City Council; Mayor Jerry W. Goss; Councilor Kevin O'Connell; Brewer City Manager; 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.



Good evening to all,

CBS news ran a segment this morning based on an article in today's USA Today, the condition of the roads within the nation – similar data as I've already provided but in a slightly different format. I also found a May 2013 TRIP report on bridges in the nation – again similar data as I've already provided but in a slightly different format.

It's going to take a lot of money to dig our way out of the mess that has become of our infrastructure – what is needed first is a clear set of priorities. We should not be spending our limited state and federal tax revenues on the I-395/Route 9 connector project or any other new project, while we are traveling each day on deficient roads and bridges. Driving on rough roads in the Bangor area costs the average motorist \$375 a year in extra vehicle operating costs.

Adding more miles to the state's transportation system without adequately maintaining the existing infrastructure doesn't make good Financial \$ense.

Thanks for your consideration, Larry Adams

Another set of bad numbers—same old story:



Gary Stoller, USA TODAY 12:13 a.m. EDT July 29, 2013

AMERICA'S CRUMBLING ROADWAYS

More of the nation's roads had pavement in poor condition in 2011 than in 2008, despite an influx of stimulus money to improve roadways. And across the country, 11% of the bridges were found to be structurally deficient.

STATE	% OF BRIDGES STRUCTURALLY DEFICIENT	% OF ROADS IN POOR CONDITION	% OF ROADS IN FAIR CONDITION	% OF ROADS IN GOOD CONDITION
Maine	15%	30.00%	46.90%	23.00%

Roads with pavement in poor condition have "advanced deterioration" and typically require structural repair or replacement, according to the FHWA. Such roads, TRIP says, may have ruts, cracks and potholes that give millions of Americans rough rides that increase repair costs and fuel consumption.

The analysis concludes that the nation's roadways — critical for moving people, goods and services — are in disrepair, and even states with mostly "good" roads have stretches of pavement, as well as bridges, that are in dire need of upgrades.

State, federal and local funding levels for road and bridge improvements are not adequate to meet the nation's growing needs. About \$85 billion is required annually to improve the condition of roads and bridges — nearly double what was spent in 2008, according to the Department of Transportation's 2010 report to Congress.

<http://www.usatoday.com/story/news/nation/2013/07/28/roads-bridges-decaying/2594499/>



- 46.9% of Maine's roads are in fair condition.
- 30.0% of Maine's roads are in poor condition.
- 76.9% of Maine's roads are in poor to fair condition.
- Only 23.0% of the roads in Maine are rated in good condition.

More Data on Maine's Deficient Bridges:



3000 Connecticut Avenue, NW, Suite 208 • Washington, DC 20008 • Phone: (202) 466-6706 • tripnet.org

For immediate release

Thursday, May 24, 2013

Further information available at: www.tripnet.org

2012 BRIDGE CONDITIONS

STATE	Number of Structurally Deficient	Percentage of Structurally Deficient	Number of Functionally Obsolete	Percentage of Functionally Obsolete	Total Number of Deficient Bridges	Percentage of Deficient Bridges	Total Number of Bridges
MAINE	356	15%	436	18%	792	33%	2,408

http://www.tripnet.org/docs/TRIP_National_Bridge_News_Release_052413.pdf

2012 Bridge Conditions per May 2013 TRIP Data:

- Total Number of Bridges in Maine: 2,408
- Number of Structurally Deficient Bridges in Maine: 356
 - Percentage of Structurally Deficient Bridges in Maine: 15%
- Number of Functionally Obsolete Bridges in Maine: 436
 - Percentage of Functionally Obsolete Bridges in Maine: 18 %



- Total Number of Deficient Bridges in Maine: 792
 - Percentage of Deficient Bridges in Maine: 33%
 - **Essentially—1/3 of the total 2,408 bridges in the state of Maine are in need of repair or replacement. Feeling lucky?**
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Suggestions:

Institute a Goal to Improve the Condition of Maine's Infrastructure:

Maintenance, repair and replacement of Maine's current infrastructure must have priority over new construction for the next ten years OR until the deteriorating infrastructure is repaired to a level equal to/or less than 10% (\neq / $<$ 10%) from the present levels of 30-33 %.

The current infrastructure must be appropriately maintained before adding one more mile of pavement to Maine's transportation system.

- Delaying infrastructure maintenance will require increased future capital investment.
- The average age of Maine's bridges is 50 years—as deficient roads and bridges are repaired, other roads and bridges continue to denigrate making infrastructure maintenance an on-going requirement that cannot be ignored.

The program goal would be to have less than 10% of deficient roads and bridges in the transportation system at any given time, with the caveat that newly identified deficiencies must be addressed immediately in the MDOT's next three year work plan. I believe, with the proper funding and priority, 10% or less is an attainable goal. AND—just think of all the construction jobs that would become available immediately throughout the state of Maine. This would be a pro-Maine, pro-MDOT program. Utilizing standard engineering plans as a template for all future repairs would speed up the repair cycle and assure that contractors throughout the state could bid on the repairs. The public will readily support this program as they observe improved conditions. I perceive this program as a win-win for all Mainers.

Identify Maine's Deficient Bridges:

One can normally assess road conditions visibly but we drive on bridges every day without any idea what is hidden under the deck. My suggestion would be to identify all deficient bridges, greater than 20 feet in length, utilizing a simple color-coded placard:

- Functionally obsolete bridges would have a yellow placard.
- Structurally deficient bridges would have a red placard.

The public deserves to know the real-time condition of Maine's infrastructure and the placards would allow the public to gauge potential impacts for themselves. It would help the State and the MDOT increase their public credibility in bonding requests and the budgetary process—the public could actually see why the money is needed, what the money is to be used for, and where the money is spent. Another win-win.

Thank you for your time and consideration,
Larry Adams