

A little more to ponder

Larry Adams

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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 morning to all:

CBS News led this morning with a story about a smartphone application that will automatically call your legislators to let them know how happy you are sitting in traffic because of the deteriorating infrastructure. Interesting how, all of a sudden, the crumbling infrastructure is becoming news worthy. ASCE (American Society of Civil Engineers) has an interactive website where one can view the condition of the infrastructure.

<http://www.infrastructurereportcard.org/>

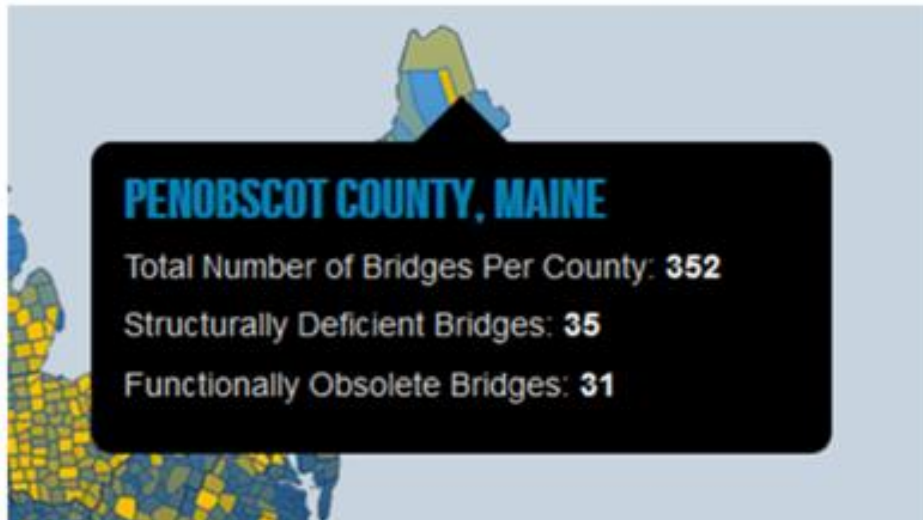
- What does structurally deficient mean? Highway bridges have three primary components: 1) the deck, which is the top surface of the bridge that cars, trucks and people cross; 2) the superstructure, which supports the deck; and 3) the substructure, which uses the ground to support the superstructure. 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>

- What does functionally obsolete mean? 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>
- Deficient Bridges: The total of both structurally deficient and functionally obsolete bridges.

DEFICIENT BRIDGES PER COUNTY

Deficient Bridges — Total of both structurally deficient and functionally obsolete bridges.



<http://www.infrastructurereportcard.org/a/#e/sd-fo-bridges-state>

COST TO REPAIR OR REPLACE DEFICIENT HIGHWAY BRIDGES

Deficient Bridges — Total of both structurally deficient and functionally obsolete bridges.



<http://www.infrastructurereportcard.org/a/#e/bridge-repair-costs>

- (Note: Rank: 33 refers to total cost of repair only as compared to all 50 states and D.C. Maine still holds the dubious ranking of 9th worst in the nation for deficient bridges.)

Remember: \$542 million is the cost to repair or replace the deficient bridges of today and NOT the deficient bridges of tomorrow nor does it address the 30% of our roads that are rated in poor condition.

Thank you for your consideration, Larry Adams