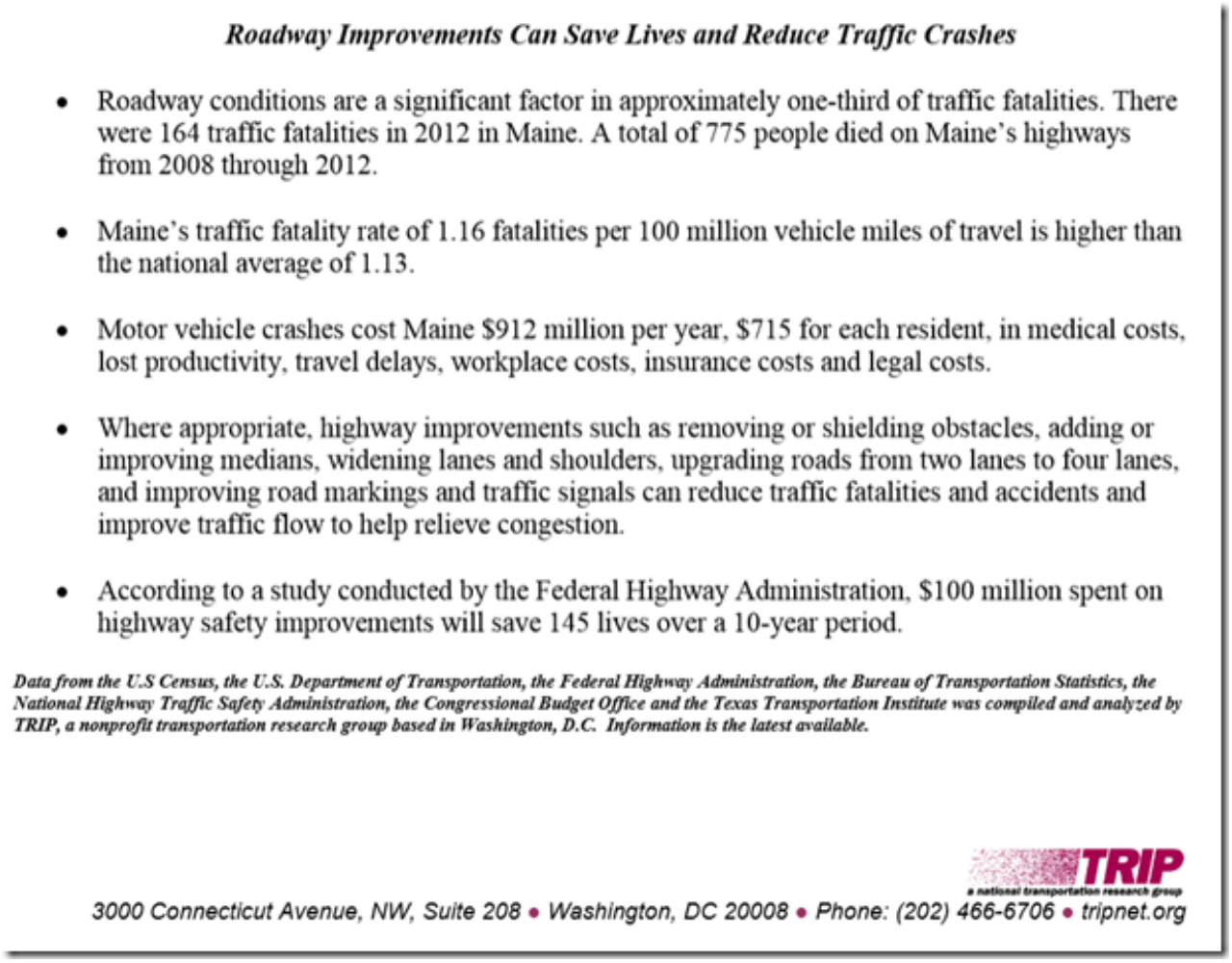
Upgrading roads from 2-lane to 4-lane:

Larry Adams 7/18/2014 7:39 AM

To: Brewer City Council; Brewer City Manager; Councilor Beverly Uhlenhake; Councilor Joseph Ferris; Councilor Kevin O'Connell; Deputy Mayor Matthew Vachon; Mayor Jerry W. Goss; 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



Roadway Improvements Can Save Lives and Reduce Traffic Crashes

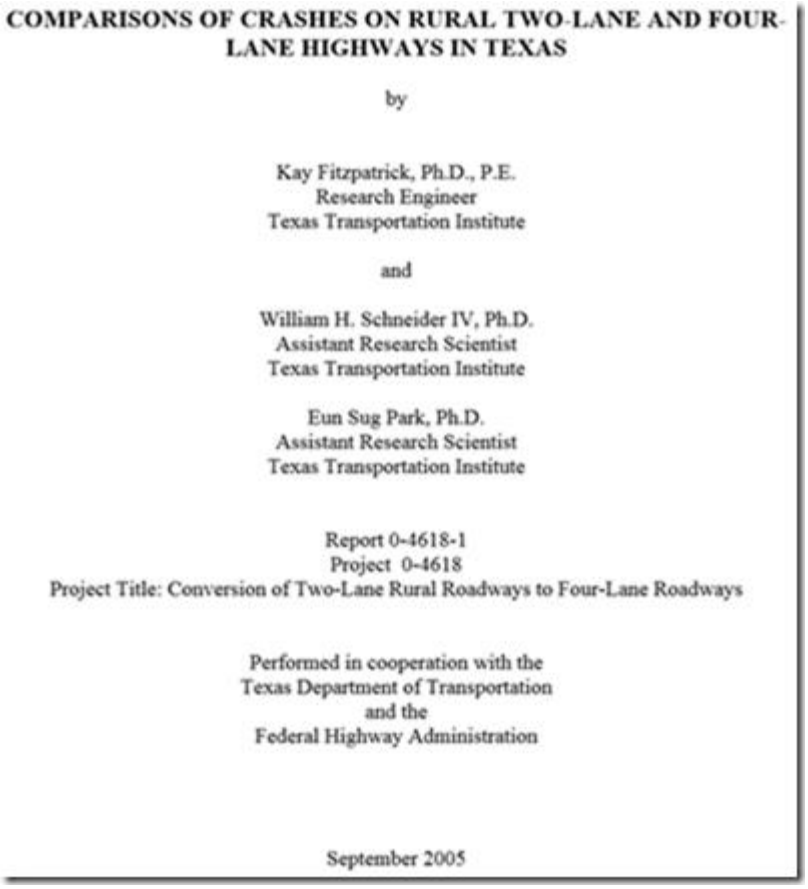
- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 164 traffic fatalities in 2012 in Maine. A total of 775 people died on Maine's highways from 2008 through 2012.
- Maine's traffic fatality rate of 1.16 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.13.
- Motor vehicle crashes cost Maine $912 million per year, $715 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration, the Congressional Budget Office and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.

TRIP
a national transportation research group

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

Where appropriate, highway improvements such as...<u>upgrading roads from two lanes to four lanes</u>...can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion. http://www.tripnet.org/docs/Fact_Sheet_ME.pdf



COMPARISONS OF CRASHES ON RURAL TWO-LANE AND FOUR-LANE HIGHWAYS IN TEXAS

by

Kay Fitzpatrick, Ph.D., P.E.
Research Engineer
Texas Transportation Institute

and

William H. Schneider IV, Ph.D.
Assistant Research Scientist
Texas Transportation Institute

Eun Sug Park, Ph.D.
Assistant Research Scientist
Texas Transportation Institute

Report 0-4618-1
Project 0-4618
Project Title: Conversion of Two-Lane Rural Roadways to Four-Lane Roadways

Performed in cooperation with the
Texas Department of Transportation
and the
Federal Highway Administration

September 2005

Previous research has clearly shown that a full-scale upgrade from a rural two-lane highway to a divided four-lane facility can result in notable crash reduction. Predicted crash reductions for conversion from a typical two-lane roadway to a four-lane divided section ranged from 40 to 60 percent. **(pg.137)**

http://d2dtl5nnlpfr0r.cloudfront.net/tti.tamu.edu/documents/0-4618-1.pdf

The decade long criteria for a 4-lane divided highway future upgrade was eliminated by the MaineDOT by October 2011:

Change made to typical section since our last meeting, the project considered having two lanes of highway constructed within right-of-way sufficient to accommodate four lanes in the future. That has now changed to two lanes of highway within right-of-way that accommodates two lanes but <u>does not accommodate four lane construction in the future</u>.

http://www.i395-rt9-study.com/Pubs/EIS%2010-11-11c.pdf

WHY?