

## TEMPORARY BRIDGE - 1,100 FEET LONG, 2 LANES

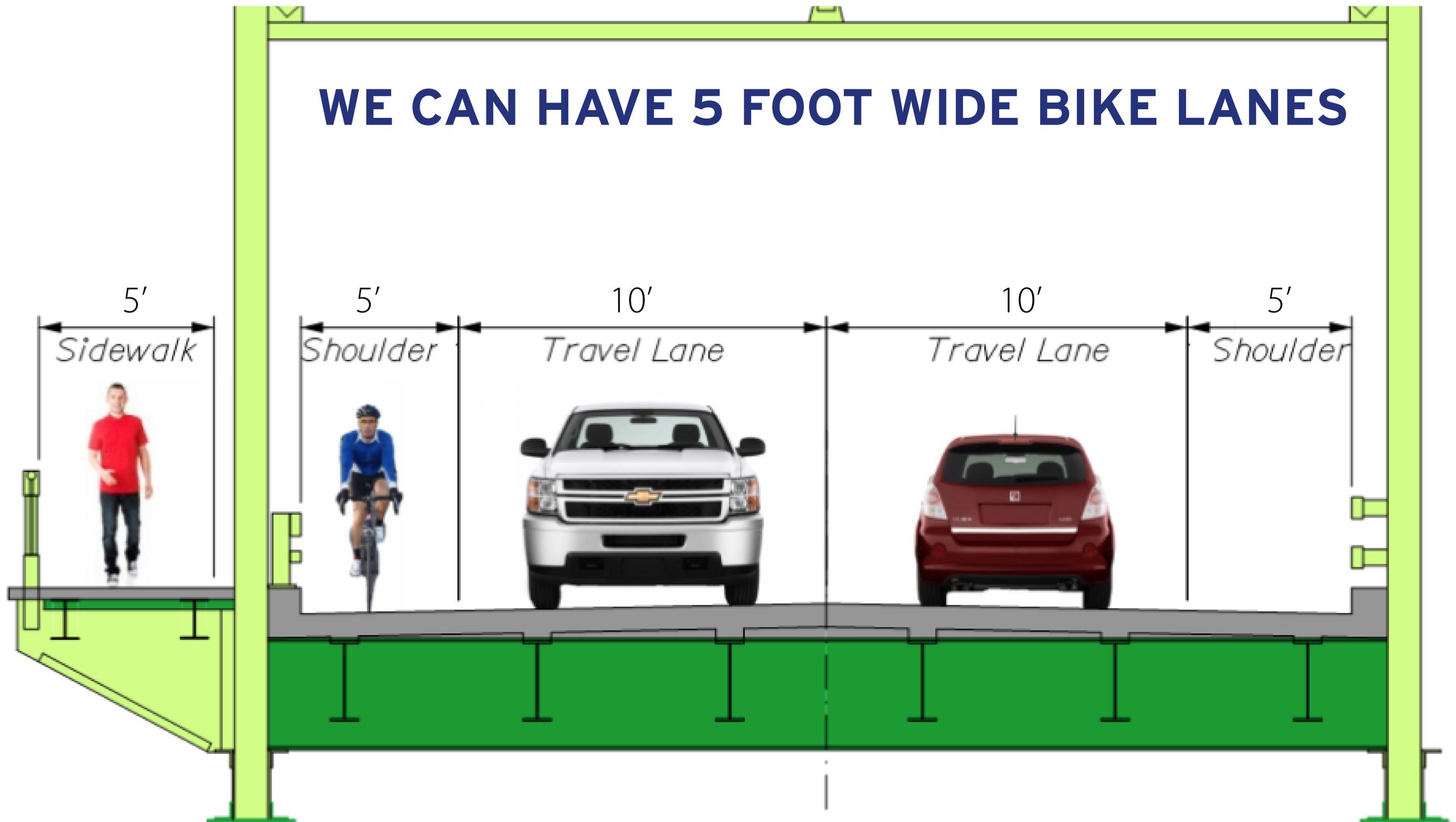


This bridge has given 5 year's service. It is currently installed over the Merrimack River in Lowell, MA, and carries 2 lanes of traffic for a total crossing length of 1,100 feet.

**Misconception:** The Road/Bridge will be closed for 2-3 years with Rehabilitation

**Truth:** A temporary bridge is included in the 15M Rehabilitation Estimate. This is the fastest way to get full legal loads back on the crossing.

## WE CAN HAVE 5 FOOT WIDE BIKE LANES



**Misconception:** Bike lanes- only the new bridge will allow for 5 foot bike lanes.

**Truth:** The rehabilitated bridge will have the full use of the 30 foot deck allowing for two 5 foot bike lanes and two 10 foot travel lanes. Empirical data shows 10 foot lanes are safer in urban areas with 25 MPH zones. Slimmer travel lanes actually slows traffic while allowing traffic to move freely. The wider the travel lanes are the faster vehicles travel.

# SEE YOU IN 100 YEARS!



**Misconception:** A Rehabilitated bridge will need to be replaced in 30 or even 75 years.

**Truth:** The Friends' Independent Engineers report shows that our bridge can be comprehensively rehabbed to last 100 years before another major rehab is needed. MDOT's quote is for 75 years. "The Brooklyn Bridge will last for 1,000 years if we are smart enough to maintain it properly" Blair Birdsall- one of the greatest bridge engineers of the 20th Century

**80% FEDERAL /20% STATE**



**Misconception:** Who Pays?

**Truth:** Both a new bridge or a rehabilitated bridge will be paid for by 80% Federal dollars and 20% State dollars. The enhancements recommended by the local DAC will add \$1M+- which has to be paid for by local Tax payers- Increased property Taxes.

## Key Points:

- Temporary Bridge included in estimate- Crossing will remain open
- 5 foot bike lanes fit on Rehabbed Bridge
- Rehabbed bridge will last for at least another 100 years
- Fracture Critical Bridges are not inherently Dangerous
- The Life Cycle Costs are lower than estimated
- The Bridge is individually eligible as a National Historical Structure
- The Bridge is on Maine Preservations "Most Endangered" List 2017
- Rehabilitation helps retain and increases Tourism Dollars
- The View of the Natural Falls remains
- Superstructure Remains allowing perch for numerous birds of prey

Dear Mr. White,

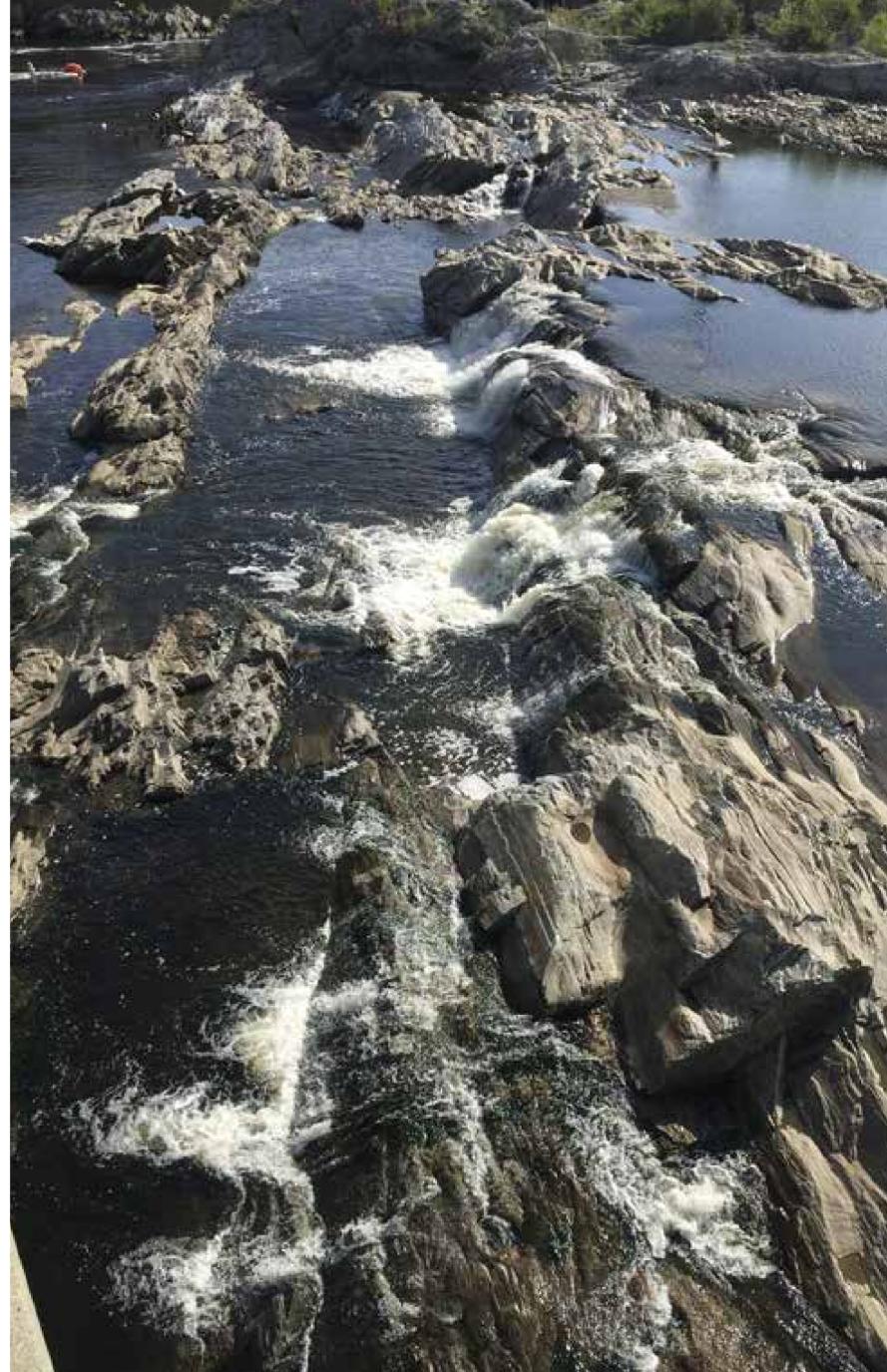
Attached please find the Commission's response to the MaineDOT's memo dated October 26, 2017 in which we were asked to concur with the Department's determination that the Frank J. Wood Bridge is not individually eligible for listing in the National Register of Historic Places.

You will see that in our opinion, the Frank J. Wood Bridge is individually eligible for listing in the National Register of Historic Places under Criterion A in the area of Transportation for its association with the Androscoggin & Kennebec Railway.

Feel free to contact me if you have any questions regarding our analysis and conclusions.

Sincerely,  
Kirk

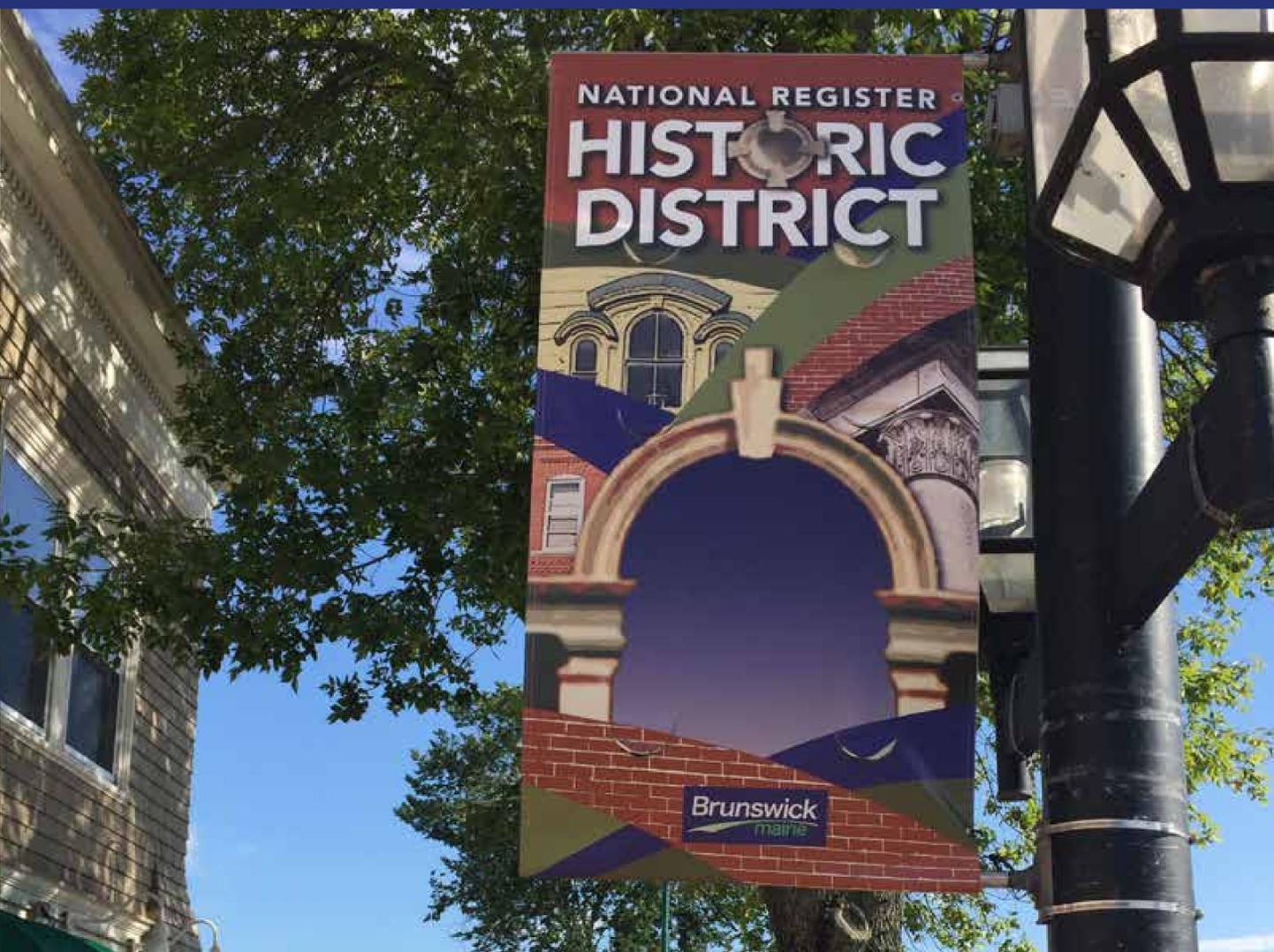
Kirk F. Mohny  
Director  
Maine Historic Preservation Commission



**SAVE THE BRIDGE - SAVE THE FALLS**



# CONNECTING TWO HISTORIC DISTRICTS



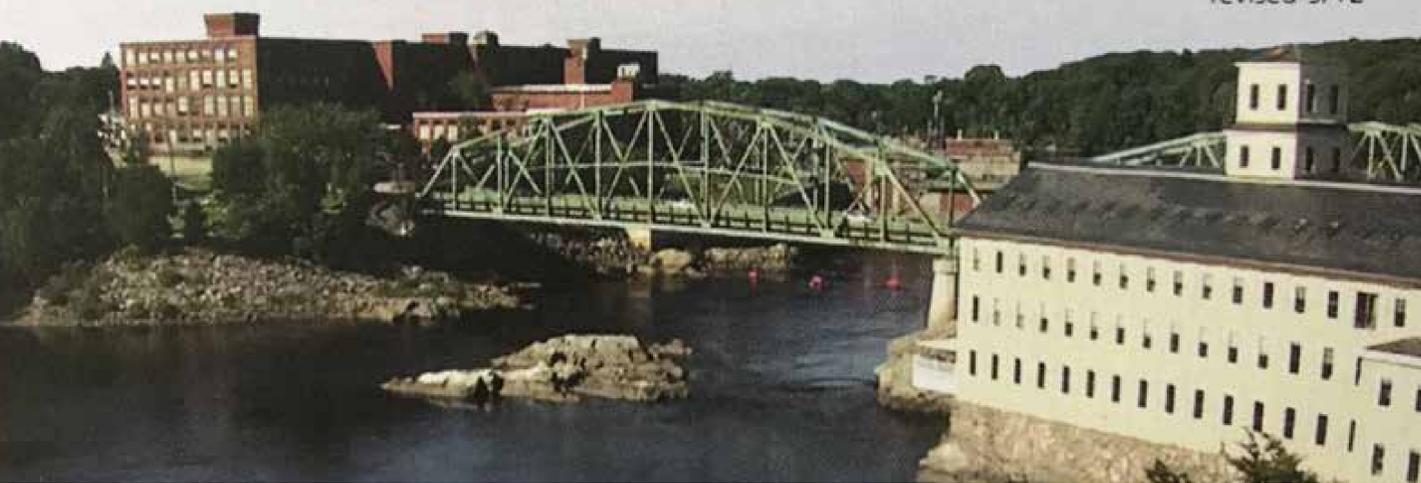
# Neighbor to Neighbor



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revised 9/12



# Bangor Savings Bank



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