



PROJECTS and PAYCHECKS

STATE EXAMPLES

On the Road to Recovery 2009

(As of December 31, 2009)

**Number of Recovery
Projects:**
78

**Total State
Expenditures:**
\$89,618,981

**State Web Site for
More Information:**
[http://www.maine.gov/mdot/
recovery/index.htm](http://www.maine.gov/mdot/recovery/index.htm)

**AASHTO Recovery
Web Site:**
recovery.transportation.org

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*A one-year report on **state
transportation successes**
under the American Recovery
and Reinvestment Act*

February 2010



"We're pleased to have helped lead the effort to get ARRA funding into our state's economy—providing good work for contractors and their workers, and helping sustain this vital supply chain through the toughest part of the recession. We used the money for basic, bread-and-butter improvements that will leave a legacy of long-term transportation benefits for the people of Maine."

—David A. Cole, Commissioner

I-295 Northbound

Between Topsham and Gardiner, Maine

**Value: \$35.5 million, added benefits to mom and pop
businesses along the rural, alternate route**

With \$35.5 million of the \$138 million dollars made available by the American Recovery and Revitalization Act, Maine rehabilitated almost 24 miles of Interstate Highway between Gardiner and Topsham. The I-295 northbound project was the state's top highway priority and the largest single project proposed by MaineDOT for recovery funds.

I-295 was built in the 1970s and it has been falling apart. Because conditions on the highway had been deteriorating at an alarming rate, a similar project had been quickly undertaken in 2008 on the southbound lanes. What made this project remarkable was MaineDOT completely closed 18 miles of southbound interstate, during the height of the tourist season, to allow the contractor to work 24/7 and re-open in three months rather than three construction seasons.

I-295 is crucial to Maine's economy, serving as major thorough-fare for moving goods into and out of our state, and providing a major route for our important tourism industry. It connects population centers and it's estimated that close to 60 – 70 percent of Maine's GDP of \$48 billion travels on that road back and forth.





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I-295 Northbound

(continued)

The I-295 Northbound project also included the replacement of 60,000 feet of guardrail and the rehabilitation of six bridges. The full closure, alternate routes and the work schedule closely mirrored the 2008 southbound project.

Pike Industries, the lowest bidder and a proven company that had conducted the southbound project in 2008, had 50 employees waiting to hear how busy the summer months might or might not be for their crews. Jonathan Olsen, Pike's Regional Manager said 2009 was looking pretty "dismal" until Recovery Act funding made infrastructure projects possible.

The news sparked a ripple effect immediately with Maine-based Cianbro Corp. as a subcontractor for the bridge work and Main Line Fence getting the guardrail work. Main Line Fence owner Rocky Ciancette immediately called employees, who had been laid off, with news they would be rehired for this project! "This is a big project for us," he said.

Route 201, a sleepy rural road dotted with small mom-and-pop businesses, was the alternate route during the full closure. Small business owners were delighted to hear the project would send additional traffic past their doors again in 2009 since the 2008 closure had resulted in a significant uptick in business for local antique shops, farm stands and gas stations.