Results: Public Perception

Hailed as "an example of how to do things right" and praise from key community members.

KENNEBEC JOURNAL

- UMaine AEWC Composites Center
  - 87,000 ft^2 facility
  - Researching Hybrid Composite Systems since 1996
  - Nearly 10 years development of Bridge-in-a-Backpack

Secretary of** Transportation **Ray LaHood Speaks about Bridge-in-a-Backpack at UMaine Press Event

Courtesy of AIT

Composite Arch "Bridge-in-a-Backpack" System

"Hybrid bridge system combining benefits of high-performance composites with cast-in-place concrete,"

Image Credit – NY Times/University of Maine

Courtesy of AIT

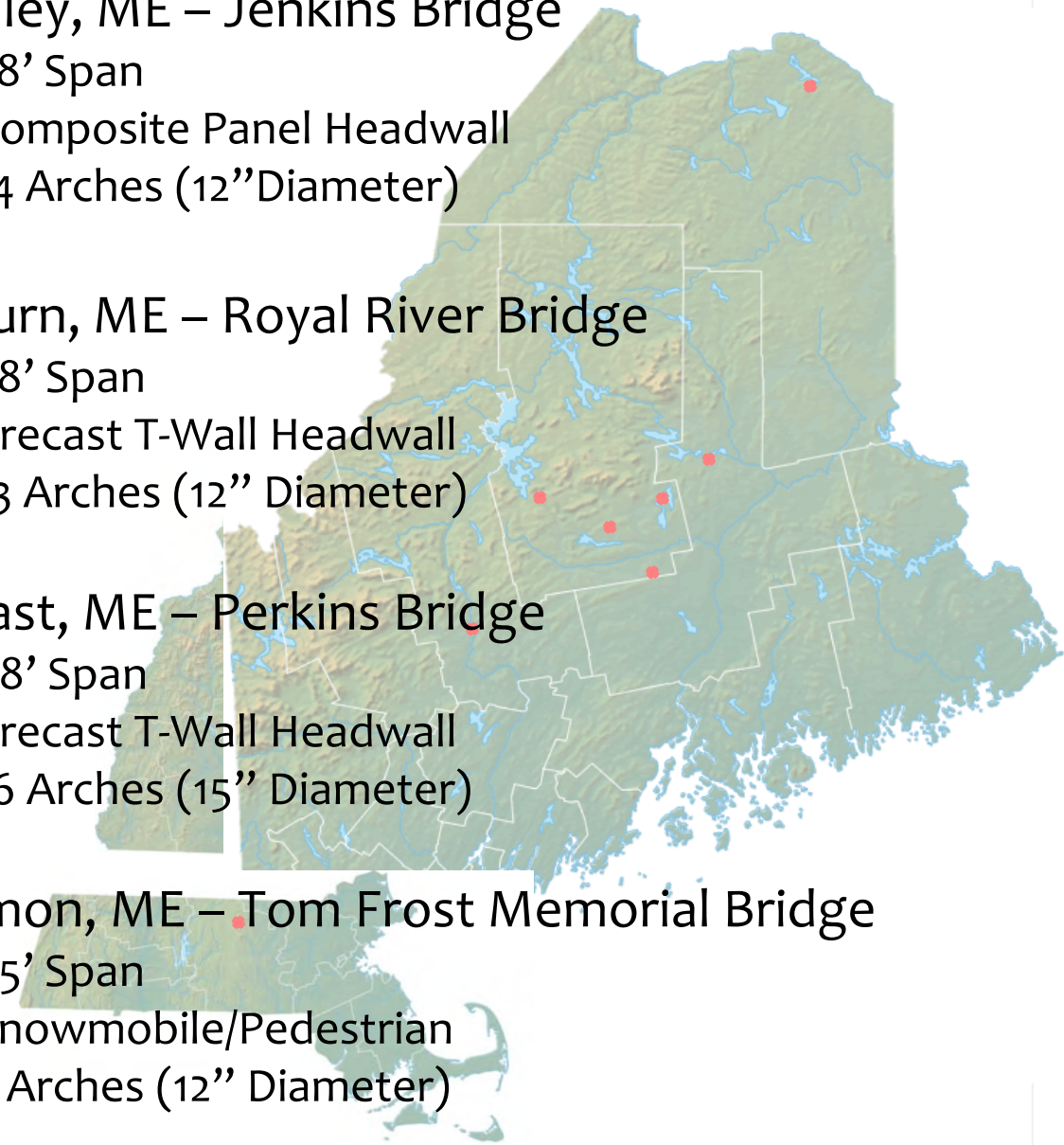
Third Generation Bridges

- Bradley, ME – Jenkins Bridge
  - 28’ Span
  - Composite Panel Headwall
  - 14 Arches (12”Diameter)

- Auburn, ME – Royal River Bridge
  - 38’ Span
  - Precast T-Wall Headwall
  - 13 Arches (12” Diameter)

- Belfast, ME – Perkins Bridge
  - 48’ Span
  - Precast T-Wall Headwall
  - 16 Arches (15” Diameter)

- Hermon, ME – Tom Frost Memorial Bridge
  - 45’ Span
  - Snowmobile/Pedestrian
  - 3 Arches (12” Diameter)



Courtesy of AIT

Longest composite bridge in the world: Boothbay Harbor, Maine HC Beam

Courtesy of HC Beam

Port of Searsport

Courtesy of MaineDOT

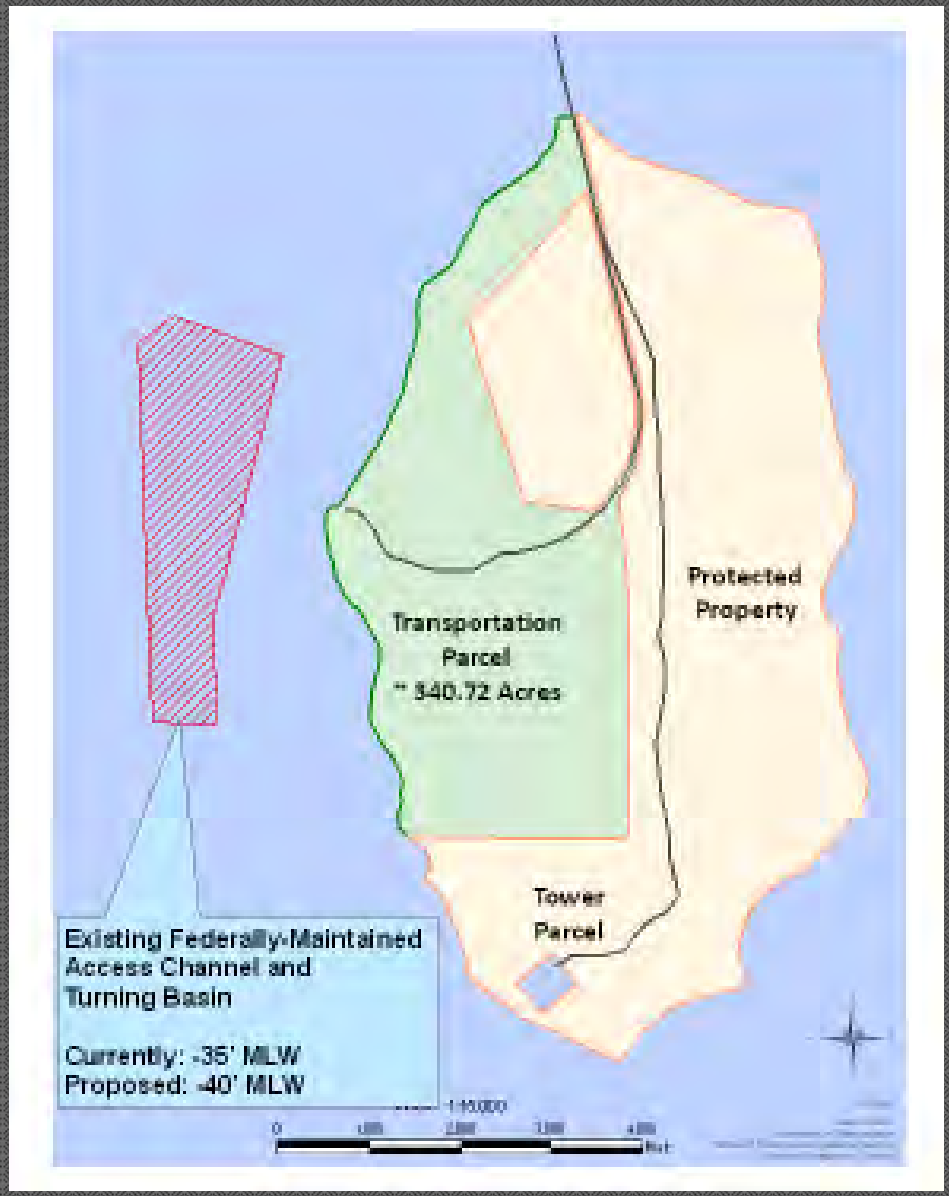
Sears Island

Courtesy of MaineDOT

Maine's Railroad Network

Source: MaineDOT

Compromise from "Consensus agreement"



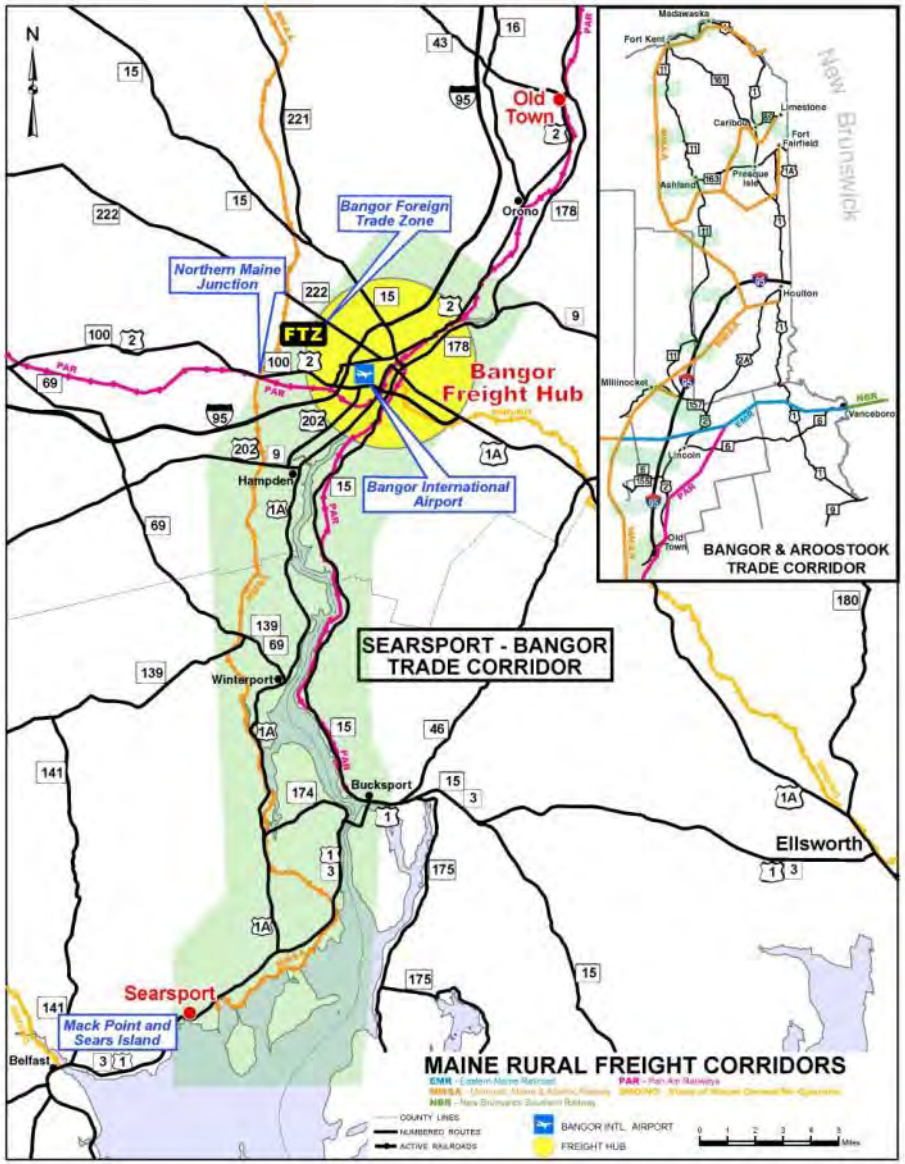
Courtesy of MaineDOT

Marketing Searsport to the World

Courtesy of MaineDOT

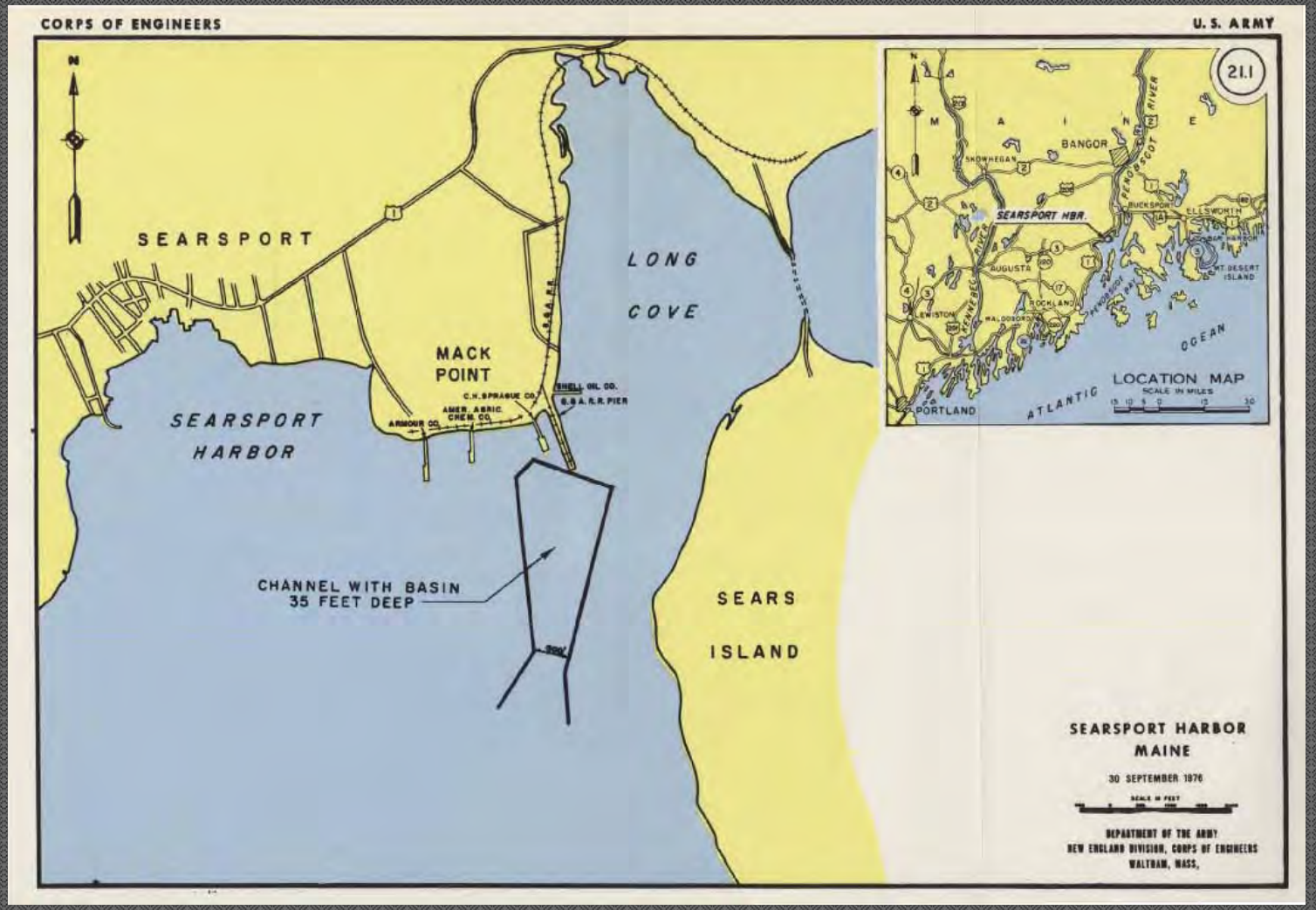
Bangor-to-Searsport Freight Corridor

- Searsport-to-Bangor rail connections; Sears Island
- Inland port
- Port-to-rail
- Port-to-truck



Courtesy of MaineDOT

Searsport Channel-Deepening Project



Courtesy of MaineDOT

DAVID COLE
CONSULTING