American Road & Transportation Builders Association

National Bridge Inventory: Maine

- The state has identified needed repairs on 413 bridges.
- This compares to 333 bridges that needed work in 2021.
- Over the life of the IIJA, Maine will receive a total of $225.0 million in bridge formula funds, which will help make needed repairs.
- Maine currently has access to $180.0 million of that total, and has committed $18.6 million towards 56 projects as of June 2025.
- Of the 2,542 bridges in the state, 392, or 15.4 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 314 bridges classified as structurally deficient in 2021.
- The deck area of structurally deficient bridges accounts for 9.7 percent of total deck area on all structures.

4

Compared to 4 in 2024

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
3. South Dakota	16.0%
4. Maine	15.0%
5. Puerto Rico	14.0%

32

Compared to 32 in 2024

in the nation in # of structurally deficient bridges

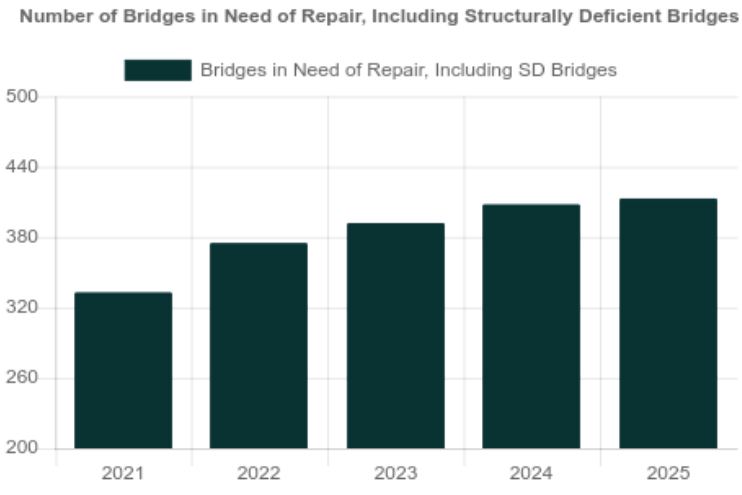
1. Iowa	4,424
31. Colorado	417
32. Maine	392
33. New Jersey	392

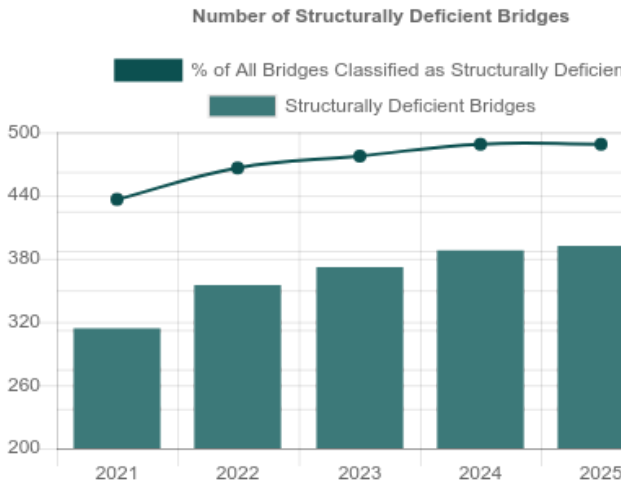
7

Compared to 7 in 2024

in the nation in % of structurally deficient bridge deck area

1. West Virginia	13.0%
6. Illinois	11.0%
7. Maine	10.0%
8. South Dakota	8.0%





Top Most Traveled Structurally Deficient Bridges in Maine

County	Year Built	Daily Crossings	Type of Bridge	Location
Cumberland	1959	27,320	Urban Interstate	I 295 NB over Route 88 (Lafayette St)
Cumberland	1959	27,080	Urban Interstate	I 295 SB over Route 88 (Lafayette St)
Penobscot	1960	25,340	Urban Interstate	I 95 over Route 15 (Broadway)
Penobscot	1960	25,150	Urban Interstate	I 95 SB over Stillwater Avenue
Penobscot	1960	25,120	Urban Interstate	I 95 NB over Stillwater Avenue
Cumberland	1989	24,013	Urban other principal arterial	Congress St over Stroudwater River
Androscoggin	1975	19,242	Urban other principal arterial	Main St over pedestrian walkway
Kennebec	1955	16,934	Urban minor arterial	Western Av over Interstate 95 NB & SB
Cumberland	1931	16,790	Urban minor arterial	Main St over Androscoggin River
Hancock	1923	16,449	Rural arterial	Main St over Union River
York	1958	14,260	Urban minor arterial	Alfred Rd over Mousam River
Cumberland	1959	14,042	Rural minor arterial	Tandberg Trl over ditch Brook
Cumberland	1989	13,750	Rural arterial	Roosevelt Trl over Pleasant River
Aroostook	1944	13,721	Urban collector	North St over Meduxnekeag River
Kennebec	1934	13,526	Urban minor arterial	Mount Vernon Av over Bond Brook
Cumberland	1936	12,879	Urban collector	Lower Main St over M C RR
Oxford	1929	11,655	Rural minor arterial	Main St over Tannery (Bird) Brook
Penobscot	1929	11,561	Urban other principal arterial	Independent St over Kenduskeag Stream
Knox	1931	11,473	Rural arterial	Main St over Megunticook River
York	1938	10,523	Urban minor arterial	One St over Piscataqua River
Piscataquis	1912	10,496	Rural minor arterial	E Main St over Piscataquis River
Cumberland	1958	10,320	Urban collector	Route 1 over Interstate 295 NB & SB
Somerset	1963	10,232	Rural arterial	Oxbow Rd over Interstate 95 NB & SB
Penobscot	1985	10,212	Urban minor arterial	Parkway S over I-395
Oxford	1952	10,165	Urban other principal arterial	Main St over Swift River

Bridge Inventory: Maine

Type of Bridge	Number of Bridges	Area of All Bridges (sq. meters)	Daily Crossings on All Bridges	Number of Structurally Deficient Bridges	Area of Structurally Deficient Bridges (sq. meters)	Daily Crossings on Structurally Deficient Bridges
Rural Interstate	162	122,822	1,599,570	11	12,967	65,500
Rural arterial	149	107,330	1,089,984	15	5,968	111,324
Rural minor arterial	188	101,177	1,050,854	23	6,797	144,221
Rural major collector	480	178,321	1,086,740	68	21,093	125,094
Rural minor collector	269	74,707	346,548	43	10,570	46,178
Rural local road	796	134,066	373,790	170	17,076	56,941
Urban Interstate	142	205,882	2,414,417	7	6,982	137,047
Urban freeway/expressway	23	47,137	237,620	1	558	7,825
Urban other principal arterial	52	86,532	732,333	8	4,314	95,101
Urban minor arterial	82	140,381	916,392	13	19,361	136,933
Urban collector	114	69,190	664,490	17	14,562	96,294
Urban local road	85	24,881	116,409	16	5,108	14,151
Total	2,542	1,292,424	10,629,147	392	125,354	1,036,609

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	5	$6	1,913	1,003
Widening & rehabilitation	1	$2	799	532
Rehabilitation	404	$488	1,079,951	128,812
Deck rehabilitation/replacement	1	$0	5	40
Other structural work	2	$1	255	253
Total	413	$497	1,082,923	130,640

About the data:

Data and cost estimates are from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on August 20, 2024. Note that specific conditions on bridges may have changed as a result of recent work or updated inspections.

Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 federal aid highway bill Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient.

The new definition limits the classification to bridges where one of the key structural elements—the deck, superstructure, substructure or culverts, are rated in poor or worse condition. During inspection, the conditions of a variety of bridge elements are rated on a scale of 0 (failed condition) to 9 (excellent condition). A rating of 4 is considered "poor" condition.

Cost estimates have been derived by ARTBA, based on 2023 average bridge replacement costs for structures on and off the National Highway System, published by FHWA. Bridge rehabilitation costs are estimated to be 68 percent of replacement costs. A bridge is considered to need repair if the structure has identified repairs as part of the NBI, a repair cost estimate is supplied by the bridge owner or the bridge is classified as structurally deficient. Please note that for a few states, the number of bridges needing to be repaired can vary significantly from year to year, and reflects the data entered by the state.

Bridges are classified by FHWA into types based on the functional classification of the roadway on the bridge. Interstates comprise routes officially designated by the Secretary of Transportation. Other principal arterials serve major centers of urban areas or provide mobility through rural areas. Freeways and expressways have directional lanes generally separated by a physical barrier, and access/egress points generally limited to on- and off-ramps. Minor arterials serve smaller areas and are used for trips of moderate length. Collectors funnel traffic from local roads to the arterial network; major collectors have higher speed limits and traffic volumes and are longer in length and spaced at greater intervals, while minor collectors are shorter and provide service to smaller communities. Local roads do not carry through traffic and are intended for short distance travel.