

National Bridge Inventory: Maine

- The state has identified needed repairs on 408 bridges.
- This compares to 333 bridges that needed work in 2020.
- 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 \$135.0 million of that total, and has committed \$1.2 million towards 5 projects as of June 2024.
- Of the 2,518 bridges in the state, 388, 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 315 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 10.5 percent of total deck area on all structures.

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Compared to 5 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
3. South Dakota	16.0%
4. Maine	15.0%
5. Rhode Island	15.0%

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Compared to 34 in 2023

in the nation in # of structurally deficient bridges

1. Iowa	4,544
31. New Jersey	410
32. Maine	388
33. Oregon	383

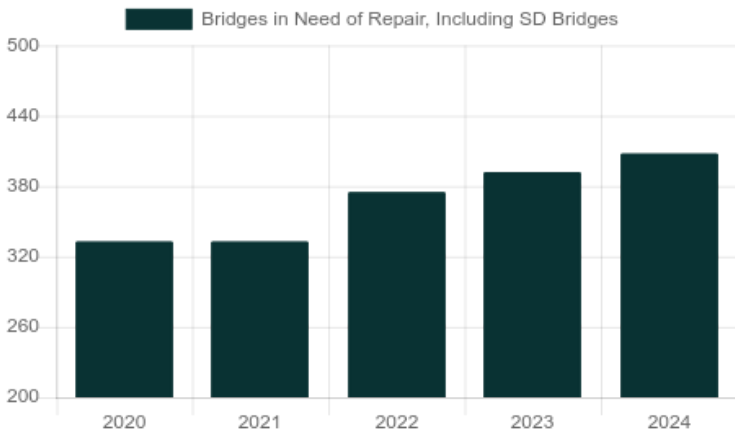
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Compared to 6 in 2023

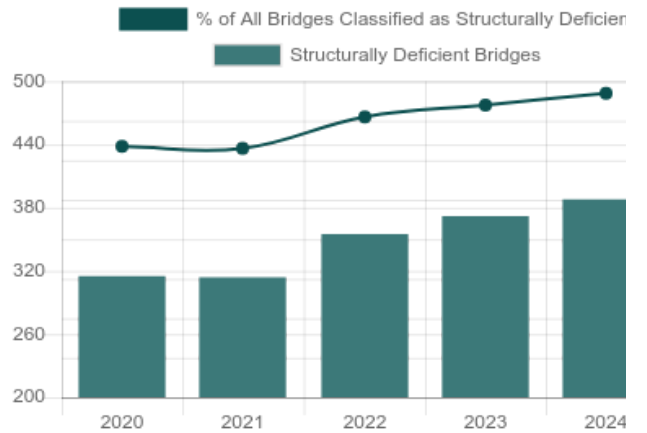
in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
6. Massachusetts	11.0%
7. Maine	11.0%
8. Iowa	10.0%

Number of Bridges in Need of Repair, Including Structurally Deficient Bridges



Number of Structurally Deficient Bridges



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	1959	24,130	Urban Interstate	I 295 NB over Route US 1 NB & SB
Cumberland	1989	24,013	Urban other principal arterial	Congress St over Stroudwater River
Cumberland	1959	23,700	Urban Interstate	I 295 SB over Route US 1 NB & SB
Androscoggin	1975	19,242	Urban other principal arterial	Main St over pedestrian walkway
Sagadahoc	1933	18,940	Rural arterial	Main St over M C RR & A Marsh
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
Penobscot	1952	16,728	Urban minor arterial	Stillwater Av over N Chan Stillwater River
Penobscot	1952	16,728	Urban minor arterial	Stillwater Av over S Chan Stillwater River
Cumberland	1957	16,596	Rural major collector	Mallett Dr over I 295 NB & SB
Hancock	1923	16,449	Rural arterial	Main St over Union River
Kennebec	1959	15,250	Rural Interstate	I 95 SB over Webb Road
York	1958	14,260	Urban minor arterial	Alfred Rd over Mousam River
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
Cumberland	1960	12,430	Urban minor arterial	Bucknam Rd over I295 NB & SB
Cumberland	1916	11,740	Urban minor arterial	Spring St over Stroudwater River
Oxford	1929	11,655	Rural minor arterial	Main St over Tannery (Bird) Brook

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	122,667	1,599,570	13	14,061	88,870
Rural arterial	148	101,729	1,084,376	17	9,921	130,694
Rural minor arterial	187	100,713	1,048,459	24	8,109	125,552
Rural major collector	476	177,128	1,081,952	68	22,033	145,259
Rural minor collector	268	74,578	346,117	39	10,290	39,110
Rural local road	778	132,832	373,137	160	16,035	57,180
Urban Interstate	142	203,681	2,416,177	9	8,804	184,877
Urban freeway/expressway	23	47,137	237,620	1	558	7,825
Urban other principal arterial	52	86,532	732,333	7	3,773	83,540
Urban minor arterial	82	138,382	914,812	15	20,271	181,120
Urban collector	116	69,130	668,128	19	15,757	103,052
Urban local road	84	24,696	115,693	16	5,319	15,596
Total	2,518	1,279,204	10,618,374	388	134,932	1,162,675

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	5	\$5	1,911	1,019
Widening & rehabilitation	1	\$1	799	480
Rehabilitation	399	\$464	1,206,014	138,351
Deck rehabilitation/replacement	1	\$0	5	40
Other structural work	2	\$1	255	253
Total	408	\$471	1,208,984	140,143

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.
