



Highlights from FHWA's 2018 National Bridge Inventory Data

- Of the 2,473 bridges in the state, 325, or 13.1 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 346 bridges classified as structurally deficient in 2014.
- 13 of the structurally deficient bridges are on the Interstate Highway System.
- 129 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs on 345 bridges at an estimated cost of \$48.9 million.
- This compares to 903 bridges that needed work in 2014.

Bridge Inventory

Type of Bridge ⁴	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	163	122,951	1,595,780	8	6,196	90,940
Other principal arterial	137	99,766	1,042,504	12	7,567	71,232
Minor arterial	183	96,726	1,016,073	23	8,987	125,377
Major collector	463	171,438	1,046,228	59	22,812	123,285
Minor collector	266	71,985	322,899	33	7,194	39,090
Local	765	133,477	355,520	136	12,945	32,262
Urban Bridges						
Interstate	141	204,974	2,416,188	5	4,087	102,680
Freeway/expressway	23	46,929	212,647	1	9,402	20,419
Other principal arterial	53	86,189	748,539	6	3,008	68,549
Minor arterial	82	137,744	920,280	10	8,755	116,580
Collector	112	68,263	648,751	17	8,596	109,549
Local	85	24,077	115,508	15	5,229	12,964
Total	2,473	1,264,519	10,440,917	325	104,779	912,927

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	4	\$2,415	1,891	943
Widening & rehabilitation	1	\$78	799	480
Rehabilitation	339	\$46,447	931,600	107,945
Deck rehabilitation/replacement	0	\$0	0	0
Other work	1	\$6	5	39
Total	345	\$48,946	934,295	109,407



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 Northbound over Route 88
Cumberland	1959	27,080	Urban Interstate	I 295 Southbound over Route 88
Cumberland	1961	27,010	Urban Interstate	I 295 over Veranda St & US 1
York	1948	25,580	Rural Interstate	I-95(NB) over Mousam River
Cumberland	1989	24,013	Urban other principal arterial	Routes 9 & 22 over Stroudwater River
York	1940	20,419	Urban freeway/expressway	US Route 1 Bypass over Piscataqua River & Roads
Sagadahoc	1933	18,940	Rural arterial	US Route 1 over M C RR & A Marsh
Cumberland	1931	16,790	Urban minor arterial	US 201 over Androscoggin River
Penobscot	1952	16,728	Urban minor arterial	Stilwater Ave. over N Chan Stillwater River
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About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), released March 15, 2019. 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 2017 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.