

Highlights from FHWA’s 2023 National Bridge Inventory Data

- The state has identified needed repairs on 392 bridges.
- Over the life of the IJJA, Maine will receive a total of \$225.0 million in bridge formula funds, which will help make needed repairs.
- Maine currently has access to \$90.0 million of that total, and has committed \$412.0 thousand towards 1 project as of June 2023.
- Of the 2,521 bridges in the state, 372, or 14.8 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 2019.

Bridge Inventory

Type of Bridge	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	163	123,674	1,600,390	15	15,156	112,990
Other principal arterial	148	101,552	1,084,376	15	9,671	123,131
Minor arterial	187	99,945	1,049,871	29	9,215	152,192
Major collector	477	176,161	1,082,511	66	22,920	141,363
Minor collector	267	73,995	375,876	38	9,057	37,790
Local	779	133,465	371,957	146	14,899	49,217
Urban Bridges						
Interstate	141	203,483	2,414,328	9	8,860	184,877
Freeway/expressway	24	47,447	239,469	1	558	7,825
Other principal arterial	52	86,546	732,333	7	3,773	83,540
Minor arterial	82	138,383	917,309	13	17,927	150,660
Collector	116	69,097	668,128	18	14,317	90,411
Local	85	24,769	116,043	15	5,255	15,516
Total	2,521	1,278,518	10,652,591	372	131,607	1,149,512

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	5	\$4.3	1,911	1,019
Widening & rehabilitation	1	\$1.4	799	480
Rehabilitation	383	\$431.9	1,226,073	135,026
Deck rehabilitation/replacement	1	\$0.1	5	40
Other work	2	\$0.7	255	253
Total	392	\$438.5	1,229,043	136,818

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

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on February 1, 2023. Note that specific conditions on bridges may have changed because 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 surface transportation law 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 2020 and 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.