

## Highlights from FHWA’s 2014 National Bridge Inventory Data:

- Of the 2,419 bridges in the state, 364 bridges, or 15% are classified as structurally deficient. This means one or more of the key bridge elements, such as the deck, superstructure or substructure, is considered to be in “poor” or worse condition.<sup>1</sup>
- There are 432 bridges, or 18% of all state bridges, classified as functionally obsolete. This means the bridge does not meet design standards that are in line with current practice.
- State and local contract awards for bridge construction totaled \$512.54 million over the past five years, 36 percent of highway and bridge contract awards, compared to a national average of 29 percent.
- Since 2004, 195 new bridges have been constructed in the state and 71 bridges have undergone major reconstruction.
- The state estimates that it would cost approximately \$912.0 million to fix a total of 775 bridges in the state.<sup>2</sup>

## Bridge Inventory:

Type of Bridge	All Bridges			Structurally deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
<b>Rural Bridges</b>						
Interstate	173	129,682	1,753,250	11	6,849	141,265
Other principal arterial	139	103,753	1,028,964	14	11,949	85,361
Minor arterial	186	107,006	1,006,266	25	14,144	113,556
Major collector	453	161,358	985,334	60	21,050	112,999
Minor collector	266	69,439	316,647	44	10,563	63,254
Local	748	127,355	348,245	147	15,178	32,615
<b>Urban Bridges</b>						
Interstate	113	177,515	2,127,332	4	3,708	59,215
Other freeway	19	33,529	271,891	2	4,490	24,681
Principal arterial	57	90,686	804,324	8	6,126	107,330
Minor arterial	82	127,016	947,670	9	7,133	84,920
Collector	102	59,408	593,855	19	15,296	146,426
Rural	81	21,920	105,078	21	5,921	23,741
<b>Total</b>	<b>2,419</b>	<b>1,208,666</b>	<b>10,288,856</b>	<b>364</b>	<b>122,409</b>	<b>995,363</b>

<sup>1</sup> According to the Federal Highway Administration (FHWA), a bridge is classified as structurally deficient if the condition rating for the deck, superstructure, substructure or culvert and retaining walls is rated 4 or below or if the bridge receives an appraisal rating of 2 or less for structural condition or waterway adequacy. During inspections, the condition 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 and the individual element displays signs of advanced section loss, deterioration, spalling or scour.

<sup>2</sup> This data is provided by bridge owners as part of the FHWA data and is required for any bridge eligible for the Highway Bridge Replacement and Rehabilitation Program. However, for some states this amount is very low and likely not an accurate reflection of current costs.

## Proposed bridge work:

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	339	\$807.4	1,001,607	135,300
Widening & rehabilitation	296	\$76.5	1,081,549	107,536
Rehabilitation	140	\$28.1	762,701	91,013
Deck rehabilitation/replacement	0	\$0.0	0	0
Other work	0	\$0.0	0	0

## Top 10 Most Traveled Structurally Deficient Bridges in the State:

County	Year Built	Daily Crossings	Type of Bridge	Location
Cumberland	1956	27,415	Rural Interstate	I-95 over the Piscataqua River STR#28 (Piscataqua River Bridge)
Cumberland	1956	27,415	Rural Interstate	I-95 over the Piscataqua River STR#31
Cumberland	1989	23,248	Urban other principal arterial	Route 9/Route 22 over the Stroudwater River
Cumberland	1956	22,850	Urban Interstate	I-95 NB over the Stroudwater River
Sagadahoc	1958	17,980	Urban freeway/expressway	US-1 over the SMO Railroad and city streets
Penobscot	1952	17,240	Urban minor arterial	Stillwater Avenue over the S Chan Stillwater River
Cumberland	1943	17,073	Urban collector	Route 1 over the Presumpscot River
Penobscot	1960	16,870	Urban other principal arterial	Route 222 over I-95
Lincoln	1931	16,461	Rural arterial	US-1 over Montsweag Brook
York	1933	16,381	Urban minor arterial	US-1/Elm Street over the Saco River

Sources: All data is from the 2014 National Bridge Inventory, released by the Federal Highway Administration in January 2015. Note that specific conditions on bridge may have changed as a result of recent work. Cost estimates of bridge work provided as part of the data and have been adjusted to 2014\$ for inflation and estimated project costs. Contract awards data is for state and local government awards and comes from McGraw Hill. Note that additional bridge investment may be a part of other contract awards if a smaller bridge project is included with a highway project, and that would not be accounted for in the total in this profile.