

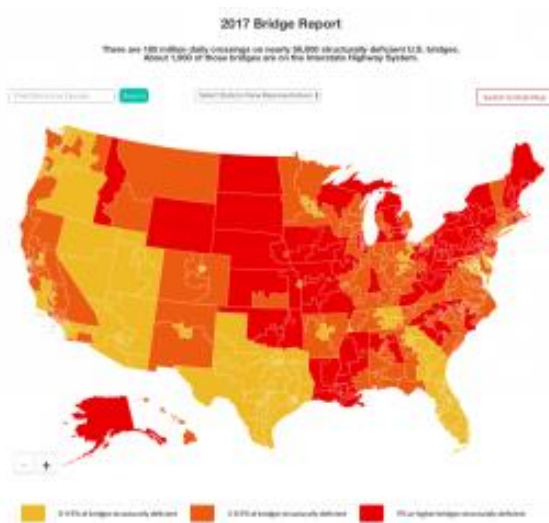
# Excerpts from [ARTBA report](#) on the state of America's bridges



**Feb 15, 2017 [Press Release](#)**

## Nearly 56,000 American Bridges on Structurally Deficient List, New Analysis of Federal Data Shows

by Eileen Houlihan | Feb 15, 2017 | Press Releases



### Highlights:

- 1,900 structurally deficient bridges are on the Interstate Highway System.
- Average age of a structurally deficient bridge is 67 years old, compared to 39 years for non-deficient bridges.
- 41% of U.S. bridges (250,406) are over 40 years old and have not had major reconstruction work.

### The top 10 worst states for structurally deficient bridges:

2016 structurally deficient bridges, ranked by deficient bridges as % of inventory									
2016 Rank	2015 Rank	2014 Rank	2013 Rank	State	2016			2015	% change in structurally deficient bridges as % of total inventory 2015-2016
					number of bridges	number of structurally deficient bridges	structurally deficient bridges as % of total inventory	structurally deficient bridges as % of total inventory	
1	1	1	2	Rhode Island	772	192	24.9%	23.2%	7.0%
2	3	3	3	Iowa	24,184	4,968	20.5%	20.7%	-0.9%
3	2	2	1	Pennsylvania	22,791	4,506	19.8%	21.0%	-5.8%
4	4	4	4	South Dakota	5,849	1,147	19.6%	19.7%	-0.5%
5	8	12	14	West Virginia	7,217	1,247	17.3%	15.1%	14.2%
6	6	6	6	Nebraska	15,334	2,361	15.4%	16.1%	-4.5%
7	7	7	7	North Dakota	4,400	661	15.0%	15.7%	-4.5%
8	5	5	5	Oklahoma	23,053	3,460	15.0%	16.4%	-8.4%
9	9	8	8	Maine	2,450	352	14.4%	14.8%	-3.2%
10	10	9	11	Louisiana	12,915	1,739	13.5%	14.1%	-4.7%

## Where does our state rank?

State Ranking

9

Based on % of  
Structurally Deficient  
Bridges

### National Bridge Inventory: Maine Congressional District 2

- Of the 1,710 bridges in the counties in your district, 270, or 16%, 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.
- 276 bridges, or 16%, are classified as functionally obsolete. This means the bridge does not meet design standards in line with current practice.

### National Bridge Inventory: Maine Congressional District 1

- Of the 925 bridges in the counties in your district, 104, or 11%, 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.
- 232 bridges, or 25%, are classified as functionally obsolete. This means the bridge does not meet design standards in line with current practice.

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## Maine Congressional District 2

### Highlights from FHWA's 2016 National Bridge Inventory Data

- Of the 1,710 bridges in the counties in this district, 270, or 16%, 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>
- 276 bridges, or 16%, are classified as functionally obsolete. This means the bridge does not meet design standards in line with current practice.
- 85 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- Over the last 10 years, 123 new bridges have been constructed in the counties in this district; 47 have undergone major reconstruction.
- The state has identified needed repairs on 392 bridges in the counties in this district.<sup>2</sup>

### Bridge Inventory

Type of Bridge <sup>3</sup>	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
<b>Rural Bridges</b>						
Interstate	116	75,374	754,988	7	4,903	76,248
Other principal arterial	102	64,719	597,868	13	6,716	63,718
Minor arterial	140	72,897	636,984	18	9,821	78,491
Major collector	359	120,231	629,517	53	20,966	91,347
Minor collector	201	44,506	184,197	28	5,182	27,313
Local	548	83,977	174,302	120	11,507	21,510
<b>Urban Bridges</b>						
Interstate	54	70,308	681,462	2	2,114	31,920
Freeway/expressway	6	9,035	101,286	0	0	0
Other principal arterial	38	50,682	491,747	4	1,885	46,644
Minor arterial	45	64,117	505,290	7	4,129	71,235
Collector	50	26,702	215,032	7	2,904	42,046
Local	51	14,761	61,938	11	3,503	7,946
<b>Total</b>	<b>1,710</b>	<b>697,313</b>	<b>5,034,611</b>	<b>270</b>	<b>73,636</b>	<b>558,418</b>

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## Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	163	n/a	328,741	49,088
Widening & rehabilitation	155	n/a	425,061	47,273
Rehabilitation	74	n/a	267,634	36,206
Deck rehabilitation/replacement	0	n/a	0	0
Other work	0	n/a	0	0

## Top Most Traveled Structurally Deficient Bridges in this District

County	Year Built	Daily Crossings	Type of Bridge	Location
Somerset	1960	23,358	Rural Interstate	I-95 over Route 201
Penobscot	1952	16,640	Urban minor arterial	Stilwater Ave. over N Chan Stillwater River
Penobscot	1952	16,640	Urban minor arterial	Stilwater Ave. over S Chan Stillwater River
Penobscot	1959	16,170	Urban Interstate	I-395 (Ind Spur) over Webster Avenue
Penobscot	1960	15,801	Urban other principal arterial	Route 222 over Interstate 95
Penobscot	1962	15,750	Urban Interstate	I-95 Southbound over M C RR & Perry Rd
Kennebec	1918	14,050	Urban minor arterial	Routes US 201 & 9 over Cobbossee Stream & Stree
Penobscot	1961	12,090	Rural Interstate	95 NB over Souadabscook Str
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Sources: Bridge data is from the 2016 National Bridge Inventory ASCII files, released by the Federal Highway Administration in January 2017. Note that specific conditions on bridges may have changed as a result of recent work.

Data includes information for the following 11 counties: Piscataquis Washington Kennebec Aroostook Penobscot Hancock Oxford Androscoggin Franklin Somerset Waldo

<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 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 and the individual element displays signs of advanced section loss, deterioration, spalling or scour. ARTBA follows the methodology of the FHWA and evaluates bridge status without applying the 10-year rule.

<sup>2</sup> States report the cost of proposed bridge work for each bridge to the Federal Highway Administration as part of the bridge inventory data each year. Each highway agency is encouraged to use its best available information and established procedures to determine bridge improvement costs.

<sup>3</sup> 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, and the Dwight D. Eisenhower National System of Interstate and Defense Highways. Other principal arterials serve major centers of urban areas or provide mobility through rural areas. Freeways and expressways are similar to interstates, with directional lanes generally separated by a physical barrier, and access/egress points generally limited to on- and off-ramps. Minor arterials are used for trips of moderate length, serve smaller geographic areas and connect to the higher arterial system. 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.

State Ranking

9

Based on % of  
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Should we be proud of this dubious distinction? How many more transportation bonds does the current administration need to rectify this condition? AND—at the same time—the MaineDOT sees no reason why they shouldn't spend another \$61 million of our scarce transportation dollars on a questionable and deficient 2B-2 alternative that does not satisfy the original study purpose and needs that “an alternative must provide a limited-access connection between I-395 and Route 9 east of Route 46.”

**Question: Wouldn't the \$61 million cost of 2B-2 be better spent to fund Maine's existing unmet transportation needs?**