

What you need to know about Bridge #1564:

MAINE PUBLIC BRIDGE STRUCTURES IN THE MUNICIPALITY OF **Brewer**

[Link to Map Viewer](#)

IDENTIFICATION

Town	Brewer	Town2	No Town2
Bridge Name	WILSON SREET / I395	Location	ROUTE 1A OVER I-395
Bridge Number	1564	Route Number	0001A
Feature On	WILSON ST-RT 1A	Bridge Region	4 - Eastern Region
Feature Under	I-395	Border Bridge	
Bridge Road Width (Feet)	51	Bridge or Minor Span	Bridge on State Highway

CLASSIFICATION

Owner	MaineDOT	Maintainer	MaineDOT
Structure Length (Feet)	128	Federal Bridge Indicator	Y

AGE AND CONDITION

Deck Condition	7 - Good Condition (some minor problems)	Culvert Condition	N - Not Applicable
Superstructure Condition	7 - Good Condition (some minor problems)	Channel Condition	N - Not Applicable
Substructure Condition	6 - Satisfactory Condition (minor deterioration)	Approach Condition	8 - Equal to present desirable criteria
Year Built	1984	Annual Average Daily Traffic	15,824

INSPECTION AND APPRAISAL

Date of Inspection	05/30/17	Federal Sufficiency Rating	77
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STRUCTURE TYPE AND MATERIAL

Span Material	Steel	Span Type	Stringer/Multi-beam or Girder
Number of Main Spans	1		

LOAD RATING AND POSTING

Posting Status	Open	Posted Weight (Tons)	
POSTING TYPE			
4-Axle			
One-Truck			
Spacing			

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Produced by MaineDOT Bridge Maintenance
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The Wilson Street/I-395 Bridge is only being replaced because of the suspect decision by state and federal officials to select 2B-2 as the preferred alternative for this controversial project.

45 other alternatives, out of 79+ studied routes, satisfied the original-decade-long “Route 9 east of Route 46” system linkage need and did not require this bridge to be replaced.

2B-2 does not satisfy the “Route 9 east of Route 46” system linkage need, thus an \$11.9 million replacement of a perfectly good bridge is required as the first phase of the 2B-2 project.

The DEIS/FEIS concedes that 2B-2 meets the system linkage need only in the near-term (20 years from commissioning), while documentation in September 2010 changed the original “Route 9 east of Route 46” system linkage need to a long-term need. The DOT refuses to discuss the near-term vs. long-term needs of 2B-2 and the unfunded cost of that long-term need.

- Maine’s bridges are rated as 14% poor/structurally deficient in their May 2019 TRIP report.**
- The average age of Maine’s bridges is 52+ years old. Bridge #1564 was built in 1984 and at 35 years old is a relatively new bridge when compared to the rest of Maine’s bridges.**
- Bridge #1564 is rated as good to satisfactory by the DOT.**
- Why replace this bridge while other older and deficient bridge repairs or replacements go unfunded? Isn’t it time to halt this controversial project and allocate all remaining funds to the unmet transportation needs of the state of Maine??**