



## FOR IMMEDIATE RELEASE

**Contact:** Paul Bradbury 207-756-8029 (MBTA Board President)  
Maria Fuentes, 207-592-0227 (MBTA Executive Director)

## Maine ranks 7<sup>th</sup> in nation for percentage of structurally deficient bridges

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*Annual survey of bridges finds nearly 231,000 spans in need of repair across nation, including 314 in Maine*

AUGUSTA, Maine – Maine ranks seventh in the nation with 12.8 percent of its total bridge inventory structurally deficient, according to a new report compiled from federal data and released by the American Road & Transportation Builders Association (ARTBA).

The annual ARTBA bridge report found that more than one third (37 percent) of U.S. bridges—nearly 231,000 spans—need repair work. More than 46,000 bridges are rated in poor condition and classified as “structurally deficient.” That’s one in three U.S. bridges needing repair or replacement and those bridges account for 178 million crossings in the U.S. every day.

The report comes as Congress and the Trump administration continue working on measures to respond to the impacts of the COVID-19 pandemic. ARTBA says once policy makers shift from a rescue focus to economic recovery, they should work on robust transportation infrastructure investments, since they have comprehensive economic and societal benefits.

“We have work to do in every corner of our state, and as Congress debates what kinds of steps they can take to stimulate the states’ economy, they should be thinking about all of the good they can do by investing in our public infrastructure,” said MBTA President Paul Bradbury.

The ARTBA report notes that 314 of Maine’s inventory of 2,461 public bridges, are classified as structurally deficient. This means at least one or more of the key elements of the bridge is in poor or worse condition. This is down from 348 bridges classified as structurally deficient in 2015.

“MaineDOT has done a good job with the funds they have and are constantly finding ways to tackle its backlog of bridges in need of repair, but now, more than ever, Maine will need federal help to make sure we don’t lose ground,” said Bradbury. “Mainers will vote on a \$105 million transportation bond in July, with \$90 million to fund needed road and bridge repairs, but that is not nearly enough to address this backlog, especially as we anticipate reduced gas tax revenues. States like Maine need the federal government to step up. Investment in our transportation infrastructure has proven to be good for the country’s economy.”

Key findings of the ARTBA report:

- 12 of the structurally deficient bridges are on the interstate highway system.
- 117 bridges are posted for load, which may restrict the size and weight of vehicles crossing the structure.
- The state has identified needed repairs for 335 bridges (including those identified as structurally deficient) at an estimated cost of \$175.6 million.
- Seven of the 10 most traveled structurally deficient bridges in Maine are in Cumberland County. The others are in Sagadahoc and Penobscot counties.
- Nationally, structurally deficient bridges, on average, are nearly 69 years old, compared to 44 years old for non-deficient bridges. One-third of Interstate highway bridges (18,177 spans) have identified repair needs
- If placed end-to-end, the length of these bridges would stretch over 6,300 miles—long enough to make a round trip across the country from New York City to Los Angeles and back again to Chicago.
- American drivers cross these bridges 1.5 billion times per day, representing one-third of all daily bridge crossings, according to the data.

An additional 81,000 bridges should be replaced, says ARTBA Chief Economist Dr. Alison Premo Black, who led the team conducting the analysis. One third of Interstate highway bridges (18,177 spans) have identified repair needs.

ARTBA estimates the cost to make the identified repairs for all 231,000 bridges in the U.S. at nearly \$164 billion, based on average cost data published by the (FHWA.)

For more information, visit [artbabridgereport.org](http://artbabridgereport.org).

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