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TRAILS

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Sustainable Transportation Funding

The Best Way Forward

By Erik Wiberg, President,
Maine Better Transportation Association

MAINE'S TRANSPORTATION funding problem is not new, and it is not improving. The data is consistent across multiple reports, years of testimony, and MaineDOT's planning documents. Maine is operating with a structural transportation funding shortfall that compounds year after year.

Under current constrained program management assumptions, MaineDOT's work plan reflects an annual gap of roughly **\$130 million**. When viewed through the lens of responsible, long-term asset stewardship, that gap grows closer to **\$170 million per year**. This is not a onetime issue. It is a persistent funding problem that has been managed through short-term fixes and, in recent years, obscured by extraordinary federal funding made available during the COVID era through programs such as the American Rescue Plan Act and the Infrastructure Investment and Jobs Act. Those historic investments were significant and helpful. They bought time — but they did not resolve the underlying structural imbalance.

Maine's capital shortfalls are further compounded by chronic weakness in the Highway Fund. That weakness restricts the availability of state matching dollars required to fully access federal transportation programs. When sufficient match is available, federal funds allow MaineDOT to direct state-generated resources

toward asset stewardship and investments in rural roads, rail, ports, transit, ferries, multimodal systems, and active transportation infrastructure. When match capacity is constrained, Maine faces an opportunity cost: federally available dollars go unobligated or are delayed, and state dollars must be stretched further just to maintain a baseline level of service.

The bipartisan 2019 Blue Ribbon Commission put this challenge into clear focus. The Commission identified an annual unmet transportation need of approximately **\$232 million statewide**, concluding that even after accounting for accessible federal participation, Maine faces a **state responsibility of roughly**

\$160 million per year. That assessment continues to hold true today. Just this year, the state was required to close a **\$13 million gap in the current fiscal year transportation budget**, which was filled using the Budget Stabilization Fund. While sometimes necessary, that approach is a clear example of onetime funding being applied to a longterm structural need.

“The consequences of continued inaction are straightforward and already visible. Without sustainable funding for stewardship of transportation assets, projects will continue to be delayed, reduced in scope, or deferred entirely.”



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Despite consistent warnings and clear analysis, the Legislature did not move forward with **LD 1804, An Act Concerning Funding and Oversight of Transportation Matters**. That bill would not have solved the entire funding problem, but it would have meaningfully strengthened the Highway Fund, improved transparency and governance, and increased Maine's capacity to allocate federal transportation funding toward in-state priorities. Its failure leaves Maine in a familiar position — well aware of the problem, but without a concrete path toward a long-term solution.

The consequences of continued inaction are straightforward and already visible. Without sustainable funding for stewardship of transportation assets, projects will continue to be delayed, reduced in scope, or deferred entirely. MaineDOT has outlined what this means in practical terms. If anticipated funding — including bonding — does not materialize, the state could see **reductions of approximately \$182 million in planned work**. These reductions would affect rural road projects, municipal partnerships, and multimodal investments. These are not

abstract numbers. They directly impact the condition and reliability of Maine's roads, bridges, ports, ferries, and local active transportation infrastructure.

For years, bonding has been used to help manage the gap. Bonding can be useful in the short term, but it is not a sustainable long-term strategy. The Blue Ribbon Commission explicitly recommended reducing reliance on bonding once stable funding is established. MaineDOT has testified that under the current trajectory, **up to 75% of capital funding could soon come from onetime sources**, creating uncertainty that makes long-range planning increasingly difficult.

A former MaineDOT commissioner once compared this situation to household budgeting. Families cannot responsibly plan their finances around year-end bonuses or hopeful trips to Las Vegas. Transportation infrastructure is no different. Projects take years to plan and deliver, and costs continue to rise due to inflation, materials, and labor. Funding systems built primarily on one-time solutions do not align with long-term infrastructure needs.

Traditional revenue sources are also under increasing pressure. Fuel tax revenues are not keeping pace as vehicles become more efficient — a trend that will continue. Without action, the funding gap will grow.

One practical step forward is to better leverage existing revenue sources already tied to transportation. The Highway Fund currently receives 40% of the automobilerelated sales tax. Expanding that dedication would provide a more stable and economically responsive revenue stream. The BlueRibbon Commission identified this approach as a viable strategy. While not sufficient on its own, it would represent meaningful progress toward long-term stability.

Sustainable transportation funding will not be solved overnight. But the path forward is clear: identify stable, repeatable revenue sources; reduce reliance on onetime fixes; and strengthen Maine's ability to fully utilize federal transportation funding. The Maine Better Transportation Association will continue to advocate for long-term solutions that support all transportation users and Maine's economy. 📍

2026 MBTA CALENDAR



Thursday, June 11

DOWNEAST MEETING
Mason's Brewing, Machias
4:30 pm*

Thursday, June 18

TRANSPORTATION ON TAP
Central Maine

Thursday, July 23

INFRASTRUCTURE GOLF
TOURNAMENT
Waterville Country Club, Oakland
9:00 am

Thursday, August 6

AROOSTOOK COUNTY MEETING
Northeastland Hotel, Presque Isle
5:00 pm*

Thursday, August 20

TRANSPORTATION ON TAP
Bangor

Friday & Saturday, September 18-19

FALL CONVENTION &
FALL GOLF OUTING
Samoset Resort, Rockport

Saturday, September 19

DEMPEY CHALLENGE
Lewiston

Tuesday, September 22

MENTAL HEALTH SUMMIT

Friday, October 2

PDH TOUR
Location TBD

Thursday, October (TBD)

TRANSPORTATION ON TAP
Western Maine

Thursday, December 3

MAINE TRANSPORTATION
CONFERENCE
Augusta Civic Center, 8:00 am

Thursday, December 10

SCHOLARSHIP/
HOLIDAY MEETING,
Wells Conference Center,
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*Board meeting prior to dinner meeting
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ON RAMP

A digest of recent transportation news



MBTA Member Cianbro supports National Park Service and Fortifies Seawall Along the Potomac

A MAJOR MILESTONE has been reached along Washington, D.C.'s iconic Tidal Basin, as the Department of the Interior announced the early completion of a large scale seawall reconstruction project aimed at protecting some important landmarks.

The \$112 million effort, funded through the Great American Outdoors Act's Legacy Restoration Fund, focuses on strengthening the shoreline surrounding the Jefferson Memorial, the Martin Luther King, Jr. Memorial, and the area's famed cherry blossom trees. This marks the completion of the first of two phases, with work on the Potomac River seawall expected to wrap up in May 2026. Altogether, the project is expected to finish about eight months ahead of schedule and roughly \$30 million under budget.

The improvements address longstanding issues along the Tidal Basin, where aging infrastructure, sinking ground, and frequent tidal flooding have created ongoing challenges. In

some areas the original seawall had settled by more than five feet, leading to routine flooding and damage to surrounding landscapes and walkways.

The newly reconstructed seawall features deeper foundations, wider and more accessible pedestrian pathways, and a more resilient design built to withstand rising sea levels and stronger storms. While the structural work is now complete, landscape restoration is still underway.

In spring 2026, the National Park Service plans to plant more than 400 trees, including nearly 270 cherry trees, to replace those removed during construction and restore the character of the area.

To allow the new plantings to take hold, portions of the Tidal Basin and West Potomac Park will remain closed through the 2026 National Cherry Blossom Festival, with reopening expected shortly afterward. 📍



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MaineDOT's
Three-Year



Work Plan

2026–2028

By Betty Adams



THE LATEST Three-Year Work Plan published by the Maine Department of Transportation carries an estimated overall cost of \$4.5 billion, with \$3.25 billion, or 72%, going to the highway and bridge system and the remainder spread across other transportation modes, including walking, bicycling, aviation, transit, state ferry service, passenger and freight rail, and ports and marine.

The work plan covers 2026, 2027 and 2028 and lists 2,798 items where the work is either delivered or coordinated by MaineDOT.

The introduction to the plan notes: “That system includes 8,800 miles of state highways, 2,800 bridges and minor spans, six commercial airports, more than 1,300 miles of active railroad, 15 bus transit providers, passenger rail service, a state ferry service, three major seaports, and miles of active transportation corridors.”

MaineDOT Commissioner Dale Doughty said in an interview in mid-March that the budget included with the plan is a mix of what the department projects for costs and revenues, with the latter coming up short in the third year by about \$175 million.

In the projection for state revenues, for instance, he said that the highway fund money goes first to snow plowing, administrative tasks, federal billing, state billing, “but mostly just operating the system.”

Opposite: The Piscataqua River Bridge between Kittery and Portsmouth.

Above right: MaineDOT Commissioner Dale Doughty.

PHOTOS: (LEFT) WANGKUN JIA/ADOBESTOCK; (RIGHT) MAINE DOT

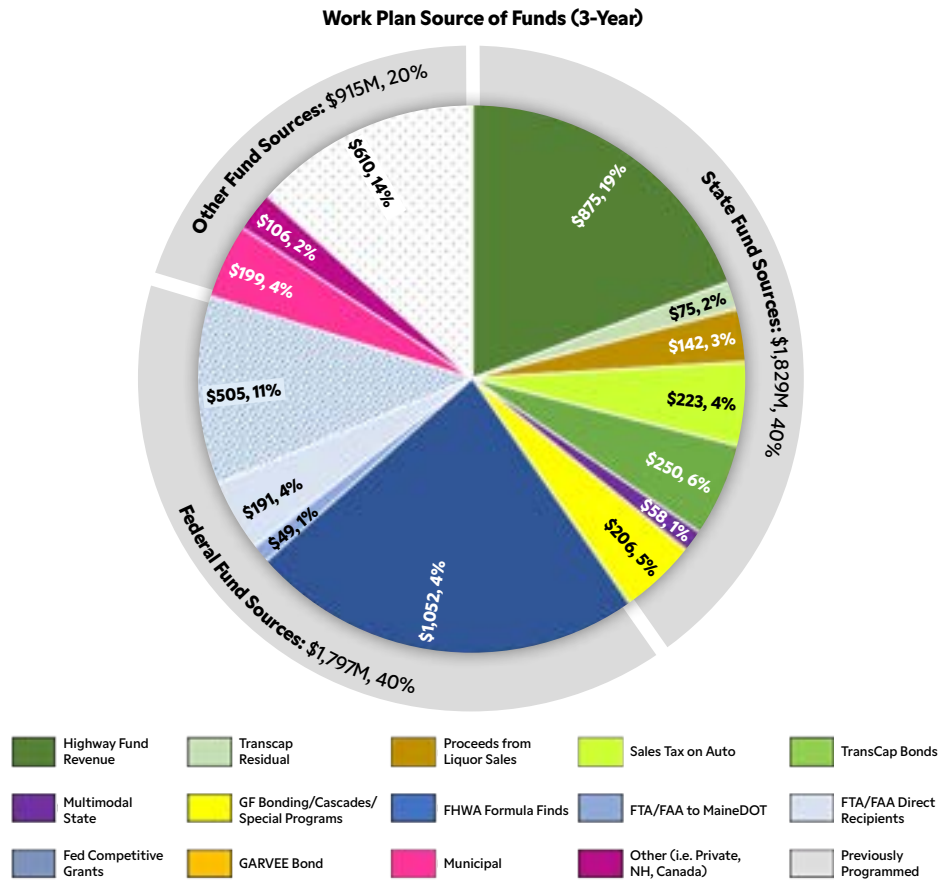
State and federal sources are estimated to contribute 40% of the overall cost, with the remaining 20% supported by municipal matching funds, the Maine Turnpike Authority, and private/other funding, including railroads and non-municipal government agencies.

Then there are the capital projects that include a new breakwater in Lubec, a channel dredging in Searsport, and 10 miles of trail construction between Fryeburg and Hiram, among other items.

“A three-year work plan has a year and a half that is not supported by a budget; it’s all projection,” he said. “It happens every single time. Transportation is a long-term investment. There are a lot of projects that take a number of years to get through design, permitting, and all kinds of different approvals, then go to final design, then to construction and sometimes that takes a couple years.”

Doughty’s current efforts are directed at finding ways to fill that structural funding gap in the third year and hopefully moving forward. “It existed before I came here in 1996,” he said. “It just was much, much smaller. We had small, general fund bonds to fill that gap, but they were much smaller than today. They might have been \$80 million on a biennial basis instead of needing in the vicinity of \$175 million on an annual basis.

“What filled that gap a number of years ago – during COVID and after COVID – were general fund surpluses. Governor Mills is committed to the transportation system because it affects everything in modern life, so she allocated some of those general fund surpluses to



fill that \$175 million gap. We weren’t able to fill it all the way every time, but we filled it.”

Then there’s the federal structural problem. “Congress is acting differently than they have in the past, so our projections may not be as good,” he said. “These federal pendulum policy swings and priority swings make it incredibly difficult to maintain a transportation system or

build one for the future. All of a sudden you’re building villages and you’re doing something for one demographic of the population then you’ve swung all the way over to doing something different for a different mode.”

Doughty has discussed the budget issue with many people and organizations in the transportation industry, including the Maine

Above: Sources of funds for MaineDOT’s work plan.

This photo: Aroostook River Bridge, Caribou.



PHOTOS: MAINE DOT

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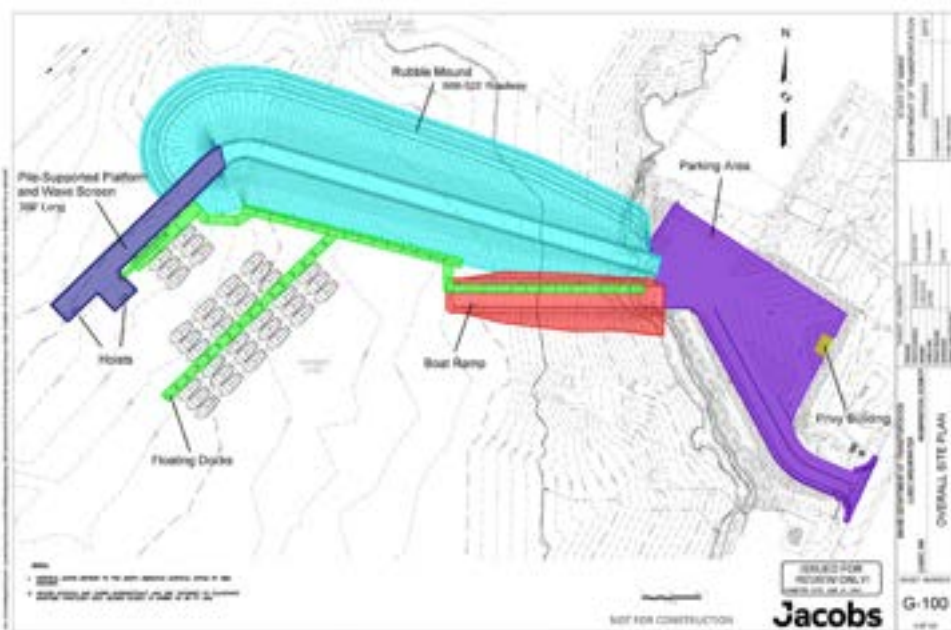
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Top: Lubec breakwater.

Above: Lubec breakwater site plan.

Better Transportation Association. “They will see more communications from us about this stuff,” he said. “We want them to know why we’re reacting to things the way we are, why we shut down advertising last year because we thought (the latest U.S. government

shutdown of 43 days) might go 60 to 90 days.”

He said the department had to shuffle state money around to get bills paid on time while waiting until federal money comes through.

“All of these things make this work plan feel squishy to me and I don’t like squishy work plans; I like solid work plans. It’s really unfortunate because it’s (the contractors’) livelihood. If we don’t advertise projects or we don’t pay contractors on time, contractors leave the state and we can’t afford that either. Healthy contractors are healthy for the state because they’re what drive the economy. And they’re what give us good competition and we get good prices. We’re very interested in giving them as much forewarning as we can. I hate to be all doom and gloom, because it isn’t. It may all work out fine, but the sea is very foggy ahead of me; I can’t see the other side.”

Among the highway and bridge projects slated for construction in the work plan are an estimated \$35 million to paint and preserve Casco Bay Bridge, a \$25 million bridge deck replacement on the Aroostook River Bridge in Caribou, and \$20 million to paint the Piscataqua River Bridge located at the New Hampshire state line.

Major highway projects listed in the plan for 2026 include a \$32.1 million highway construction/rehabilitation project along Route 202 in Sanford. The project, which includes improvements in the downtown area as well as a Park-and-Ride lot and bike and pedestrian safety improvements, received a FHWA RAISE grant. The MaineDOT's website lists a projected advertising date of August 2026 for the Sanford Downtown Revitalization project.

In addition, there are a number of non-roadway capital projects, including those aimed at improving maritime infrastructure as well as pedestrian and walking trails.

For instance, the Town of Lubec is looking forward to a \$46 million Safe Harbor project which involves a new breakwater, boat launch and parking area. While it is smaller than was originally planned, the project is aimed at providing a safe working environment for commercial fishing operations.

"We advertised it once and it came in very expensive, so it was reengineered," Doughty said. Department officials worked with the federal Maritime Administration to ensure that the newer version met the requirements of the grant that is helping to fund it, and Doughty said in mid-March that he expected it to go out to bid shortly.

"The fishermen will take anything they can to improve their safety," said Dan Daley, vice chairman of Lubec's Board of Selectmen as well as a member of the town's Harbor Committee. "Our waters are very dangerous." Tidal ranges in the area can be as high as 20 feet.

Lubec's website notes it is "the easternmost town in the contiguous United States." It is also the site of the Roosevelt International Bridge which connects it to Campobello Island, New Brunswick, Canada.

One goal in the town's 2024 Comprehensive Plan is "to protect Lubec's marine resources industry, ports and harbors from incompatible development and to promote access to the shore for commercial fishermen and the public."

The plan also notes, "Between 2000 and 2020 Lubec lost around 25% of its year-round population, going from 1,652 to 1,237"

Daley envisions the waterfront improvement as having floating docks for fishermen and possibly a fee structure for moorings. "We have to create some revenue to cover maintenance and long-term costs as well," he said.

Daley said new hoists will help fishermen off-load lobsters, scallops and eggs – the local name for sea urchins. He noted that the town



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Top: Aerial view of Searsport, Maine.

Above: Dan Daley, vice chairman of Lubec's Board of Selectmen as well as a member of the town's Harbor Committee, with his small herd of bison.

has 20-25 local draggers, which fish for scallops and sea urchins and 15-20 commercial lobster boats as well as 64 clambers.

Over 100 miles south of Lubec, the Town of Searsport also anticipates a \$5.5 million transportation improvement – dredging of the Searsport Channel – a cargo ship channel which serves Mack Point. Doughty said that a full maintenance dredge by the U.S. Army Corps of Engineers is slated to occur this year, and the funds are set aside to assist in the operation if needed.

Searsport Town Manager James Gillway recalled that an expanded dredging plan proposed more than a decade ago would have created a deeper channel and a wider turnaround for the ships. However, that was abandoned after people opposed the plan, citing concerns about possible contaminants. However, they had no objections to safety dredging at the time.

“The last dredge was in 1964,” Gillway said. “It definitely needs some maintenance.”

U.S. Senator Susan Collins announced funding for the work in a news release March 2022, saying that “the maintenance dredging of the Port of Searsport will help prevent shipping delays at Mack Point” noting that it was part of an omnibus package.

The announcement also noted, “The navigation channel was constructed by the U.S. Army Corps of Engineers in 1964 with a design depth of 35 feet. Over the last several years, however, sediments have

deposited in the channel. A maintenance dredging has been postponed for more than 12 years. Ensuring there is sufficient clearance for ships unloading liquid and dry cargoes at Mack Point's two piers is essential to the safety and the efficiency of the port.”

Sprague Energy's Mack Point terminal in Searsport handles fuel oil, gasoline, road salt, metal and blades for wind turbines, among other things.

The work plan also includes \$39 million to replace the Margaret Chase Smith ferry, which runs between Lincolnville and Islesboro. A new hybrid ferry “is well under construction and being tested as we speak,” Doughty said.

New legs of trails are also scheduled for construction and/or design in the three-year plan. Among those is the Mountain Division Trail, which was named after the Mountain Division Rail Line.

The plan is to eventually have a 50-mile trail along that line between Fryeburg and Portland. Currently about five miles of the path – classified as a “trail until rail” – is paved and runs through Windham, Gorham and Standish.

Linda Brooks, parks and recreation director in Windham for 11 years and prior to that 20 years in Standish in the same post, noted that the three towns coordinate the work for upkeep of the trail. “It is so well-used,” she said. “During COVID a lot more people found it. On a weekend it's like being in a downtown: a steady stream back and forth of bikes, roller skaters and strollers.” Windham is currently

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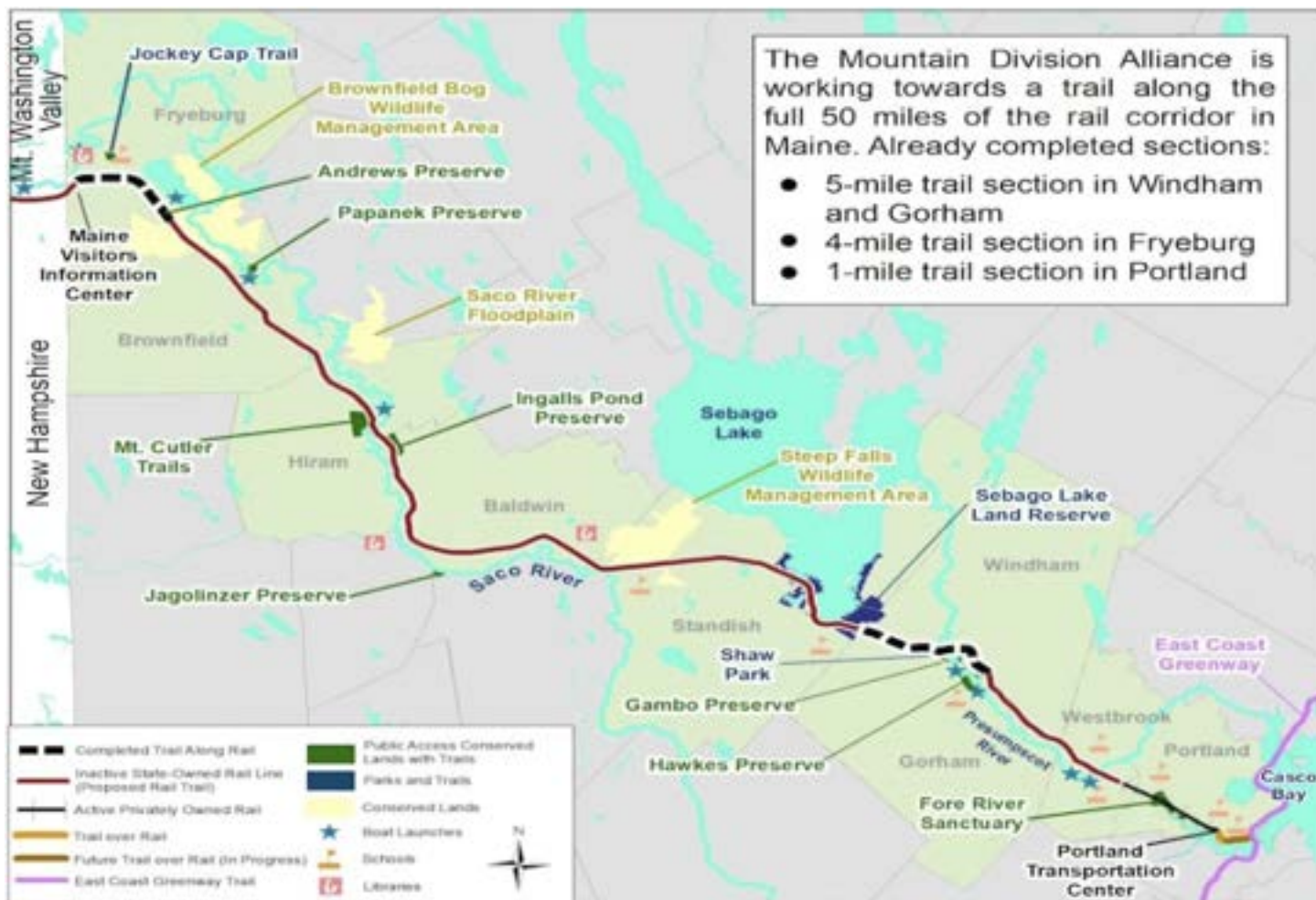
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Top: Proposed Mountain Division Rail Trail connecting nine communities.

Above: Doug Smith, president and treasurer of the Mountain Division Trail.

working to increase parking at the trailhead, and the town recently acquired 50 acres adjacent to the trail.

The upcoming project would involve completion of a 10-mile stretch to extend the section between Fryeburg and Hiram.

Doug Smith, president/treasurer of Friends of the Mountain Division Trail, said that HNTB, an engineering/consulting firm, is working on the final specifications for the trail and expected to have those completed by April. He is hoping for a Request for Proposal (RFP) to follow shortly afterward so that work can start this year.

Commissioner Doughty too said he anticipated it would be advertised later this year. The estimated cost is \$12 million, with construction accounting for about \$10 million of that.

He noted that trail work “is a good thing; it’s a rare thing right now.”

Smith said the area can benefit economically because of revenue from visitors:

“The majority of people are locals. They may buy a Coke, fill up on gas; the big bucks come from nonlocal users who are overnight users.” Smith said he’s seen research that shows the latter spend an average of \$160 per day.

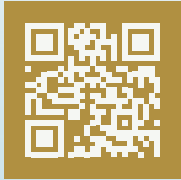
The trail would be constructed atop the rail bed, which Smith said is a less expensive project when compared to constructing it adjacent to the rail line.

The plan also includes projected funding for projects at airports around the state. For instance, almost \$500,000 in projected funds is budgeted in each of the three years for Auburn/Lewiston Municipal Airport for runway/taxiway new construction and \$2.16 million in each of the three years for Presque Isle International Airport also for runway/taxiway new construction.

“Each of our U.S. DOT partners deals with grants very differently,” Doughty said. “Most of the federal highway grants are truly competitive. They have criteria. Most times you don’t get the money in advance, you get reimbursement.”

He explained that with the FAA, “Each airport gets different allocations under different programs. Those are mostly us working with them and anticipating that under one of these programs, they’ll receive a grant, and as part of that grant for most of them there’s a state match piece. So we’re anticipating we have a state match for a grant that hasn’t been issued yet, but the airport has reasonable belief that it will be.”

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Briefs from the MaineDOT newsroom



MaineDOT to Work on Route 26

A STRETCH OF Route 26 between Portland and Falmouth is set for improvements this spring, as the Maine Department of Transportation begins a highway preservation project on April 20.

The work will take place along a two-mile section starting at Lyseth Moore Drive in Portland and extending north to the I-95 Exit 55 ramps in West Falmouth. Crews will complete full-width milling and paving, along with drainage upgrades and safety improvements.

Motorists should expect traffic impacts throughout the project. From 6 a.m. to 7 p.m., traffic will be reduced to one-way alternating flow controlled by flaggers for distances of up to 500 feet. Overnight, from 7 p.m. to 6 a.m., longer one-way closures will be in place, also managed by flaggers.



The project is expected to be completed by August 2026. Coastal Road Repair of Westbrook is the contractor for the \$2.56 million project. 📍

MaineDOT and Town of Scarborough Exploring Route 1 Infrastructure Improvements and Pilot Project

THE MAINE Department of Transportation is taking a closer look at how to strengthen a vulnerable stretch of Route 1 in Scarborough against the growing impacts of coastal flooding and sea level rise.

Working in partnership with the Town of Scarborough, MaineDOT plans to conduct a study this summer focused on a roughly one-mile segment between Harlow Street and Southgate Road. The goal is to guide a future project that would elevate the roadway, helping protect infrastructure and maintain reliable access during high tides and storm events.

As part of the early planning process, state and local officials are also considering a temporary pilot project that would reduce the roadway to a single northbound lane within the study area. The pilot is intended to help evaluate the potential addition of a multi-use path—an idea raised by the Town—while staying within the existing roadway footprint and avoiding impacts to nearby waterways. The multi-use path itself would not be built during the pilot, and the roadway would return to its current configuration once the test period concludes in August.

If approved, the pilot would allow engineers to gather real-world traffic data to better inform long-term design decisions. Initial studies suggest the temporary lane reduction would have minimal impact on traffic flow.

MaineDOT presented the concept to the Scarborough Transportation Committee in late March and is scheduled to bring a formal presentation to the Town Council in early May, as discussions continue on how best to improve the corridor’s long-term resilience. 📍

PHOTO: COURTESY MAINEDOT



MaineDOT to Work on Route 6 and Route 15

ROADWORK IS underway across several Piscataquis County communities as the Maine Department of Transportation begins a major pavement preservation and improvement project spanning Greenville, Shirley, Monson, and Abbot.

The project stretches nearly 25 miles, starting at Lily Bay Road in Greenville and extending south to just north of the Guilford–Abbot town line. Crews are completing a combination of pavement milling, cold in-place recycling, and a hot mix asphalt overlay to improve the condition and longevity of the roadway.

Motorists traveling through the area should expect one-way alternating traffic throughout the duration of the project, with flaggers on site to guide vehicles safely through the work zones.

Construction is expected to be completed by August 2026. Gordon Contracting, Inc. of Sangerville is the contractor for the \$23.7 million project. 📍

MaineDOT to Start Highway Preservation Work in Portland

ROADWORK IS set to begin in Portland as the Maine Department of Transportation launches a highway preservation project starting April 13.

The project will cover a busy stretch of roadway from I-295 Exit 5B to Stevens Avenue, including sections of Route 22/Congress Street, West Commercial Street, and Fore River Parkway. Crews will focus on cold milling and repaving, along with upgrades to pedestrian infrastructure to improve ADA accessibility.

Traffic will be maintained in both directions during the day, from 6 a.m. to 6 p.m. Overnight, from 6 p.m. to 6 a.m., travel will be reduced to a single lane, which may result in some delays for drivers.

The work is expected to continue through Fall 2026. Shaw Brothers of Gorham is the contractor for the \$5.45 million project. 📍

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MaineDOT Begins I-95 Overpass Replacement Work

THE MAINE Department of Transportation is kicking off early work on a major, multi-year infrastructure project in Bangor, with crews set to begin preparations along I-95 starting April 6, 2026. Initial efforts will focus on clearing and readying the median between the northbound and southbound lanes, marking the first step in replacing three key overpasses in the area.

At the heart of the project is the replacement of the two I-95 bridges over Stillwater Avenue with a single-span structure designed to improve both safety and traffic flow. To keep vehicles moving during construction, a temporary median crossover will be created using the new northbound alignment. While motorists should expect some delays as bridge supports are installed, the project is designed to avoid long-term detours. That said, there will be occasional short-term closures of Stillwater Avenue and the Exit 186 ramps, with signed detours in place. Access to local businesses and pedestrian pathways will remain open throughout construction.

The project also includes the future replacement of the Kenduskeag Avenue Bridge. That structure will be rebuilt as a shorter span with increased vertical clearance. Unlike the Stillwater Avenue work, this portion will require a full bridge closure for approximately eight months, currently scheduled to begin in 2027.



To help accommodate traffic during that time, Cianbro will implement safety improvements along a three-mile detour route via Valley Avenue.

Overall construction is expected to continue through 2029. The contractor for the project is Cianbro Corporation of Pittsfield, with a total contract value of \$53.8 million.

MaineDOT will continue to share traffic updates through local media, social channels, and variable message signs to help keep drivers informed as work progresses. 📍



MaineDOT to Perform Intersection Work in Portland

INTERSECTION IMPROVEMENTS are underway in Portland as the Maine Department of Transportation began a pavement preservation project on March 30.

The work spans key corridors from the intersection of Woodford Street and Brighton Avenue to Deering Avenue and Park Avenue. In addition to preserving the roadway, the project focuses on enhancing pedestrian safety by upgrading sidewalk ramps to meet ADA standards.

Throughout construction, motorists should expect one-way alternating traffic on Woodford Street and Deering Avenue, along with potential delays and longer commute times.

The project is expected to be completed by July 2026. Shaw Brothers of Gorham is the contractor for the \$2.7 million effort. 📍

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BY DALE DOUGHTY
MaineDOT Commissioner

Navigating Uncertainty While Keeping Maine Moving

MAINE'S TRANSPORTATION system is a long-term commitment, one that depends on strong partnerships and steady investment to deliver safe, reliable infrastructure for the people and communities we serve. From contractors and engineers to the traveling public, we are all connected by the work we plan and deliver together.

Today, that system is under increasing financial pressure, and it requires us to take prudent, measured action.

MaineDOT's current 2026–2028 Work Plan is already \$300 million smaller than the previous edition. Even with that reduction, it still assumes \$130 million in state funding that does not yet have an identified source. Without a solution to close that gap, we will be forced to delay or remove projects that improve safety, preserve roads and bridges, and support Maine's economy.

At the same time, uncertainty at the federal level presents real risk. This is a federal transportation reauthorization year. If Congress does not act by September 30, or if a federal shutdown occurs this fall, Maine could temporarily lose access to federal funding during the wrap-up of the 2026 construction season. In the past, the State has relied on its own resources to keep projects moving and ensure contractors are paid in a timely manner. That flexibility is increasingly limited.

Layered onto this is a cost environment that continues to challenge all of us. Asphalt, fuel, and labor costs remain elevated. Projects initiated today will generate expenses over the next one to four years, and once a contract is executed, there is limited ability to adjust the timing of those costs. That reality requires MaineDOT to manage not just what we build, but when and how we commit to it.

For our contracting and engineering partners, these conditions create real uncertainty. Planning workloads, staffing crews, and making business decisions all depend on a predictable program. We understand that, and we do not take lightly the impact that program adjustments have across the industry.

For Maine people, these same pressures translate into projects taking longer to advance, fewer miles of paving in the near term, and delays to improvements that enhance safety and mobility.

In response, MaineDOT has begun making targeted and measured adjustments to reduce the risk

of more disruptive impacts later.

We have removed six paving projects from the 2026 Construction Advertising Schedule and will evaluate additional changes this summer. These actions are intended to better align commitments with available and projected funding, and to avoid scenarios where projects are delayed mid-construction or payments are disrupted.

Without a long-term solution to the State's structural funding gap, broader impacts are likely. Programs that could be impacted include potential reductions to municipal partnership projects, paving programs, and multimodal investments. In total, these actions represent approximately \$182 million in deferred or reduced transportation investment.

We will continue to share updates and provide visibility into affected projects as decisions are made. Transparency and communication are essential, not only for our partners, but for the communities that rely on this work.

It is also important to be clear about what remains unchanged. MaineDOT is committed to delivering a strong and reliable program with the resources available. Our focus remains on safety, asset preservation, and maintaining the core transportation network. Our workforce continues to play a critical role in that effort, and we do not anticipate impacts on staff-supported operations.

The broader challenge, however, is structural. For years, Maine has managed transportation funding gaps through one-time solutions, bonding, transfers, and other temporary measures. While those approaches have helped bridge gaps, they are not sustainable long term. The current moment underscores the need for a more stable and predictable funding framework to support both the system and the industry that delivers it.

In the meantime, our responsibility is to act with discipline, and make thoughtful adjustments now to protect the integrity of the program and our partnerships.

We recognize that this creates uncertainty. But by taking a measured, transparent approach today, we are working to ensure that MaineDOT and the broader transportation community can continue to deliver for Mainers today and tomorrow.

We value the partnership of Maine's contractors, engineers, and stakeholders, and we remain committed to working together to navigate these challenges and Keep Maine Moving. 📍

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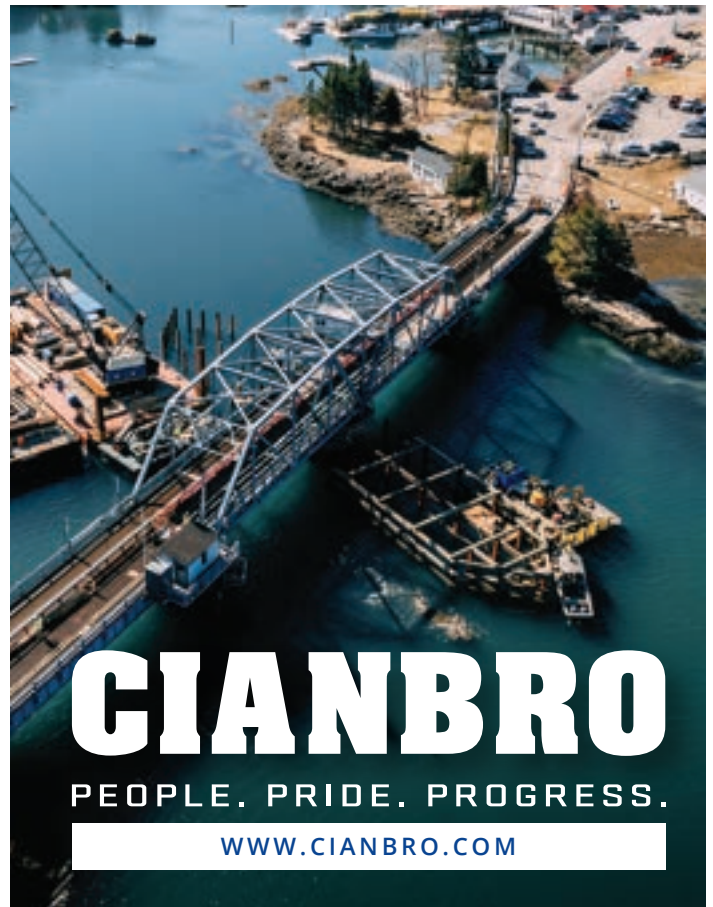
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PHOTOS: MBTA



Building What Comes Next

Maine's Transportation Reality Meets Portland's Street-Level Progress

2026 Cumberland County Meeting

AT MBTA'S Cumberland County dinner meeting in March, members gathered in South Portland for a night of networking and fun, capped off by an update from Portland Mayor Mark Dion. Throughout his presentation, Mayor Dion matched the energy of the crowd with his lighthearted jokes and crowd-work, exemplifying his strong sense of public service.

The evening opened with a sense of gratitude, as MBTA President Erik Wiberg thanked partners, sponsors, and the steady presence of Maine's congressional delegation.

We would like to thank all of our sponsors of the event, whose logos are included at the end of the article.

President Wiberg used part of his time to address the elephant in the room when it comes to the current state of transportation and infrastructure-related funding and the economic development that goes with it: Funding is tight, expectations are rising, and the gap between what's needed and what's being delivered is getting harder to ignore.

There's still strong federal advocacy. There are still powerful voices at the local level. But those alone won't carry the system forward if the underlying funding structure doesn't hold. The reality is that there is still a \$130-\$170 million structural gap in the Highway Fund that needs to be addressed, and it will take a collective effort to change that.

THE WORKFORCE PROBLEM NO ONE CAN IGNORE

One point came through clearly: the industry is aging, and the pipeline isn't keeping up. The scholarship program — over \$43,000 awarded last year — isn't just goodwill. It's survival.

Transportation doesn't run on policy alone. It runs on people who build, maintain, design, and operate the system. Without them, even well-funded plans stall out.

PORTLAND: WHAT PROGRESS ACTUALLY LOOKS LIKE ON THE GROUND

While the broader conversation focused on funding and policy, Mayor Dion spoke to the group about elements of the City of Portland's newly published Complete Streets Report.

The 2025 Complete Streets Report gave the crowd an indication on where the City of Portland's focus is and the work that needs to be done. This report included:

- 1.3 miles of new bikeways
- 1.5 miles of new and improved sidewalks
- 7 new crosswalks
- 5 new pedestrian rectangular rapid flashing beacons (RRFBs)

These city-backed initiatives required **\$10.7 million in construction projects** to bring complete street elements to life.

Opposite page: Bob Hews, Mayor Dion, Erik Wiberg.

Above left: Glenn Adams, Kody Vining, Trent Cullinan, Craig Shorey, Jeff Shock.

Above right: Rich Rooney, Theresa McAuliffe, Blaine Cardali



Work also included:

- **Canco Road:** Sidewalks and bike lanes connecting key corridors
- **Woodfords Corner:** Lighting and upgraded signal detection
- **Baxter Boulevard & Preble Street:** ADA improvements and safer crossings
- **Riverside Street:** Median crossings with pedestrian beacons

While these projects are not flashy, they are the kind that quietly reduce risk and makes daily travel more predictable.

SAFETY: STILL THE HARDEST PROBLEM

Even with improvements, Mayor Dion stressed the increased focus on safety, particularly involving motor vehicle travel.

- **2,272 total crashes in 2025**
- **34 involved serious injuries or fatalities**
- **74% of those occurred on arterial roads**

That tells you exactly where the problem is. Not neighborhood streets. Not side roads. The major corridors – where speed, volume, and design still clash.

Portland’s alignment with a Vision Zero goal (eliminating fatalities) sets the direction. But the numbers show there is much room for improvement.

A SHIFT IN HOW PEOPLE MOVE

The city is also seeing a slow shift away from single-occupancy driving:

- **Nearly half of residents don’t drive alone to work**
- Transit use and multimodal access are growing
- **75% of mainland Portland is now in a multimodal area**

Top left: Mike Zarba, Alex Mayo.

Top right: Robert Madore, Brian Raymond, Jack Duffin.

Middle left: Grace Wehrle, Justin Harris, Ethan Flynn, Jordan Pelletier, Thomas Rioux.

Bottom left: Trevin Cobb, Bracy Hood, Lori Zacchini.

PHOTOS: MBTA

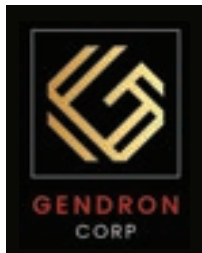
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Portland is putting real structure behind access:

- **91% of households** are in multimodal areas
- Focus areas target historically underserved populations
- Investments are tied to where gaps exist

WHERE THE TWO CONVERSATIONS MEET

What came out of the meeting and what's happening in Portland aren't separate stories, they're connected.

At the state level:

- Funding is uncertain
- Workforce challenges are real
- Safety enforcement needs to evolve

At the local level:

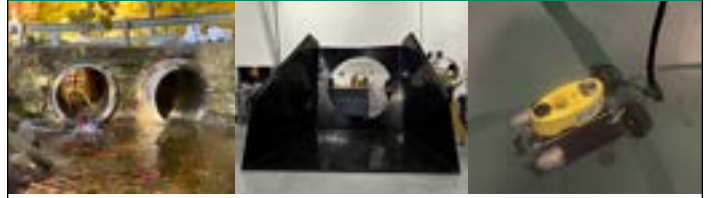
- Projects are being delivered
- Data is guiding decisions
- Incremental progress is visible

Portland is proving the model works — slow, steady investment in multimodal infrastructure improves safety and access. But without reliable, long-term funding at the state level, that kind of progress is hard to replicate broadly.

As always, the night closed with a 50/50 raffle, with half of the proceeds supporting our Educational Foundation scholarship program. Dave Bernhardt from McClure took home \$357. We thank everyone for their continued support! 📍

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York County is rebuilding its destroyed dunes

Officials warn it's just the start to save the coastline

By Emmett Gartner of The Maine Monitor

This story was originally published by The Maine Monitor, a nonprofit and nonpartisan news organization. Visit the newsroom online: themainemonitor.org.

Above: York County began a \$5.1 million project last month to repair stretches of coastal dunes damaged by winter storms in 2024, but the county has bigger ambitions. The coast will need further fortification to fend off larger floods.

A CREW GUIDED a York County barge equipped with a giant sea vacuum across the waters of Wells Harbor last week.

One contractor nudged the so-called dredge in a tiny tugboat. Another manned the equipment, which sucked up sand from the seabed. Still more workers maneuvered a more than 2,000-foot tube to Wells Beach.

There, the tube deposited great heaps of sand that a crew member in a bulldozer carefully molded with GPS-guided precision, restoring dunes that disastrous winter storms washed out two years ago. The equipment deposited sand right up to the seawalls of some residences.

Roughly 7,600 cubic yards of dredged sand will be deposited in front of a long row of waterfront homes and businesses along Wells Beach altogether, a sight that York County emergency preparedness coordinator Chris McCall once doubted he'd ever see.

York County purchased the dredge in 2021 with federal funds from the American Rescue Plan Act.

After the 2024 storms caused the county roughly \$40 million in public damage and wrecked more than 200 homes, county officials began plotting how to use the machine to rebuild dunes from Ogunquit to Old Orchard Beach.

The initial plan was to restore the dunes to protect against a 100-year flood, which has a 1 percent chance of occurring any given year. But the Trump administration's cancellation of a popular federal resilience grant last year caused the county to pivot.

Instead it created a two-tiered plan: First is this \$5.1-million stopgap measure, currently underway, to bolster dunes in Wells, Saco and Old Orchard Beach to protect against a five-year flood.

The work is primarily funded by federal disaster relief

money, which covers 75 percent of project costs, while a mix of state and municipal funds from the three towns pays for the rest.

Second, the county wants to pursue a broader, \$50-million project to restore the dunes to withstand a 100-year flood.

A slew of federal permitting delays pushed the first phase's start date back from November, and it wasn't until late last year that York County got the green light to begin.

York County started by trucking sand onto two stretches of dunes at Old Orchard Beach in January. Then contractors with the Wisconsin-based construction company Michels Corporation began dredging in Wells Harbor a month later.

Next a separate contractor will plant more than 100,000 dune grass seedlings along Wells Beach and deposit 6,200 yards of sand at the Camp Ellis Beach in Saco.

McCall watched the dredge in action on a blustery day, February 19, relieved that the work was underway.

"Finally getting to this point is a big achievement, even though we know it's still the first step of many," McCall said.

McCall and county emergency management director Arthur Cleaves have been sounding the alarm about York County's vulnerability to future storms for two years.

Cleaves said the 2024 storms — during which Maine recorded its highest water level ever — decimated the county's coastal defenses, leaving the landscape and homes exposed to future storms.

Flooding destroyed 28 percent of dunes along four segments of southern Maine coastline, including in Saco and Kennebunkport, according to a study published by University of New England researchers last year in the research journal *Geomorphica*.

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PURUS



Top: York County is fortifying the coastline in Wells, while eyeing a larger \$50-million project to further rebuild coastal dunes.

Middle: Contractors with Wisconsin-based construction company, Michels Corporation use the dredge to vacuum up sand from Wells Harbor.

Bottom: Contractors use the York County-owned dredge to transfer thousands of cubic yards of sand from the bottom of Wells Harbor to the beach around the corner.

Climate change makes powerful storms like those that rocked Maine's coast that winter more likely, while rising sea levels put protective sand dunes at greater risk, the authors add.

"The dunes served their purpose. They were wiped out," Cleaves said last April, referring to the York County coastline. "How much damage would have happened had they not been there before the storm? So the vulnerability is there now, and we're gambling every day that we don't do something."

Surging tides have washed away the flagstone patio in front of Camp Ellis resident David Plavin's beachfront home a few times since he moved there in 2017. Plavin, who is vice president of environmental nonprofit Save Our Shores Saco Bay, has long awaited restoration work in the dunes beyond his neighborhood's seawall.

"There's optimism and hope that this will make a difference," Plavin said. "This beach has lost two to three hundred feet of sand. ... High tide and a storm will flood the street."

Scars from the January 2024 storms still linger in Camp Ellis. Plavin said the beach has receded significantly, and some homes that were breached by high winds or floodwaters are now raised up on stilts.

After the dredge finishes in Wells, it will travel up the coast in early March and spread

1,200 cubic yards of sand from the Saco River along Camp Ellis Beach. In addition to this project funded by the Federal Emergency Management Agency, Saco is purchasing an additional 6,000 cubic yards of sand to further fortify the

beach, according to city officials.

York County Commissioner Justin Chenette said the area's beaches, like those at Camp Ellis, support the backbone of Maine's economy, and the success of the dune restoration could be a rallying call for additional state and federal funding.

"This is a new venture for the county to really take a leadership role," Chenette said. "I think when the project is completed it's going to spur momentum for other communities along the coast."

The question remains how York County will scrounge up the additional \$50 million needed to restore dunes to 100-year flood protection. Even Cleaves, a former official for FEMA, has had difficulty navigating the new terrain of gutted FEMA grants.

The County will likely have to string together a combination of congressional allocations and smaller federal and state grants to cover the cost, but Cleaves said he isn't sure if that will be enough.

Meanwhile, a \$75 million state bond measure for coastal resilience projects proposed by state Senator Donna Bailey, D-Saco, awaits funding from the Maine Legislature.

"Additional funding will help protect homes, businesses and our vital tourism industry," Bailey said in a statement.

If the beaches are engineered to withstand a 100-year flood, they'll be eligible for future FEMA reimbursements after every federal disaster, Cleaves said. Until then, they'll remain relatively exposed, even with the current restoration projects.

"I worry because protection is not there for all these areas," Cleaves said. "What day is the storm coming?" 📍

PHOTO: MATT BILLIAN



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Senator Collins Champions \$65 Million for Maine's Rural Infrastructure

U.S. SENATOR Susan Collins (R-ME), Chair of the Senate Appropriations Committee, today announced that the State of Maine will receive \$65 million for two rural infrastructure projects through the U.S. Department of Transportation's Competitive Highway Bridge Program (CHBP). Created by Senator Collins and Senator Jack Reed (D-RI) in 2018 as leaders of the Senate Transportation, Housing, and Urban Development Appropriations Subcommittee, the CHBP funds highway bridge replacement or rehabilitation projects on public roads that serve rural communities. Maine will receive an outsized proportion — 16 percent — of the \$408 million awarded nationally through this program because of Senator Collins' leadership.

"Growing up in Caribou, I have always been acutely aware of the unique challenges facing our rural communities and determined to find solutions. That is why I was proud to work with my colleagues to create this program to replace aging bridges in rural communities across Maine and the nation. There is no reason Mainers should have to continue using bridges that are in poor condition and have exceeded their original design service life," said Senator Collins. "These new bridges

will help improve safety, support good-paying jobs, and better connect rural Mainers to the rest of the state." Funding secured by Senator Collins includes:

\$38,712,000

Critical Connections: Preserving Mobility for Rural Economies

This project will replace 11 state-owned bridges across rural central Maine. The project spans seven of Maine's counties: Androscoggin, Franklin, Hancock, Penobscot, Piscataquis, Sagadahoc, and Somerset. All 11 bridges that will be replaced are in poor condition, over 50 years old, and have exceeded their original design service life. The replacement bridges will be designed with a 75-year service life. The bridges that will be replaced with this funding are as follows:

Somerset County

- Main Street in Caratunk built in 1922 crossing Pleasant Pond Stream
- Kennebec River Road in Embden built in 1934 crossing Martin Stream
- Huff Road in Cornville built in 1936 crossing Wesserunsett Stream
- Pleasant Pond Road in Caratunk built in 1945 crossing Pleasant Pond Stream

Franklin County

- Mace Road in Chesterville built in 1950 crossing McGurdy Stream
- Howard Road in Salem Township built in 1974 crossing the West Branch Carra-basset River

Piscataquis County

- Silvers Mills Road in Sangerville built in 1954 crossing French Mills Brook

Penobscot County

- Fuller Road in Carmel built in 1963 crossing Harvey Brook

Hancock County

- Bald Mountain Road in Orland built in 1951 crossing Moosehorn Creek

Sagadahoc County

- Cathance Road in Topsham built in 1920 crossing the Cathance River

Sagadahoc and Androscoggin County

- Burrough Road on the Bowdoin/Lisbon line built in 1936 crossing the Little River

\$26,288,000

Interstate 95 Decks in Distress

This project will replace the bridge decks on four state-owned bridges along Interstate 95 (I-95) in Penobscot County. Two of the bridges convey I-95 Northbound (NB) and Southbound (SB) over Pushaw Stream in the City of Old Town and the other two bridges convey I-95 NB and SB over the Piscataquis River in the Town of Howland. 📍



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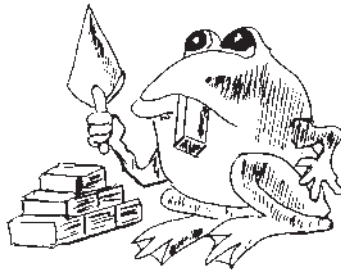
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Sanford Leads Solutions to Address Utility Pole Backlog with Innovative “One Touch Make Ready” Pilot Program

SANFORD, MAINE, known for its embrace of concrete sidewalk infrastructure is now confronting an unintended consequence of that legacy with a modern, collaborative solution.

A historic photograph preserved by the Sanford-Springvale Historical Society shows two shopkeepers seated along a concrete sidewalk in 1895 — an uncommon feature at the time. Beside them stands a utility pole planted in a gravel roadway, a small but telling detail of how this city’s infrastructure layout evolved.

More than a century later, those same long-lasting concrete sidewalks have become part of the challenge. Their durability has made relocating utility poles difficult, leaving many wedged between narrow sidewalks and busy roadways with little room for adjustment. Over time, this has contributed to a widespread issue known as “double wood” — a condition where a new utility pole is installed alongside an old one, but the transfer of lines and equipment is never fully completed.

By 2019, Sanford officials had identified 419 such instances across the city.

“These poles often sit in difficult locations,” said Sanford Public Works Director and City Engineer Matthew Hill, “You end up with two poles where there should only be one, and it has left us with a negative visual impact.”

This was only the first of Sanford’s problems in the traditional process for transferring utilities. When a new pole is installed, each company — electric, telecommunications, cable, and others — must individually move its lines from the old pole to the new one. This staggered approach often leads to delays, as communication between agencies can be difficult when scheduling timely work.

In Sanford, the issue was compounded by an outdated municipal fire alarm system that relied on pole-mounted infrastructure. The system had effectively been abandoned over time, leaving behind wires and equipment that other utilities were hesitant to handle due to liability concerns. Instead of trying to point fingers, Sanford doubled down and bought seats at the table. The city constructed

a municipal fiber-optic network (SanfordNET) in 2019 to boost economic development, attract high-tech industries, and improve internet speeds. The city also purchased its inventory of street lights and replaced them with LED lights in 2020. This led the city to be represented up to three times on a utility pole and become a more active overhead stakeholder.

Attempts to relocate poles or accelerate transfers through conventional means remained ineffective. Faced with a growing backlog and limited physical space for infrastructure adjustments, the city sought a new approach.

The solution came in the form of a “One Touch Make Ready” (ITMR) program — a strategy already used in other parts of the country but not widely implemented in Maine.

Under ITMR, a single, qualified contractor performs all necessary utility transfers on a pole in one coordinated effort. Instead of multiple companies making separate visits, the contractor moves all lines at once, removes the old pole, and leaves the site ready for final restoration.

“It took time to truly define the problem,” said Sanford’s Public Works Director. “Everyone can see an incomplete utility pole transfer but the true amount of detail on why this was occurring was staggering. Once we were able to wrap our heads around the entire situation, we began proposing solutions to everyone’s particular issues.”

To bring the concept to life, Sanford Public Works formed key partnerships with Central Maine Power (CMP) and On-Target Utility Services, a regional contractor with existing relationships across multiple utility providers. Additional support came from CATV Construction who played a critical role in coordinating with remaining stakeholders.

The pilot project launched in December 2025 along a busy stretch of Route 109 (Main Street), between Cottage Street (Route 202) and Bridge Street (Route 224) in Springvale. The effort focused on 21 partially completed pole transfers.

Crews were able to complete transfers more

efficiently than under the traditional model, removing old poles and consolidating infrastructure in a single coordinated operation. The approach reduced disruptions to traffic and minimized the number of times crews needed to return to the same location.

Encouraged by the results, the city has already identified a second phase of work scheduled to begin review in 2026.

City officials emphasize that the ITMR program is not intended to replace standard utility practices. Instead, it is designed specifically to address the conditions that have developed over decades.

“This is about addressing our outstanding backlog of incomplete transfers,” said the City Engineer. “We’re not changing how utilities operate day-to-day, we’re helping resolve long-standing issues that affect safety, efficiency, the overall appearance of our streets, and our future development needs.”

The benefits extend beyond aesthetics. Fewer redundant poles mean clearer sidewalks, improved accessibility, and reduced risk for drivers. The streamlined process also lowers costs for utility companies by cutting down on repeated site visits and logistical coordination.


Equally important is the program’s emphasis on documentation. Sanford officials have carefully recorded the agreements and procedures developed during the pilot, with the goal of creating a model that can be replicated in other municipalities across Maine.

The initiative also reflects a broader effort to solve problems collaboratively rather than through legal channels. The Maine Public Utilities Commission was unlikely to intervene without formal litigation — a route the city wanted to avoid.

“We needed to address the root of the issue, not just the symptoms,” said the City Engineer. “These partnerships have allowed us to do that.”

As Sanford prepares for the next phase of the program, city leaders are optimistic that the ITMR model will continue to deliver results — and perhaps inspire similar efforts elsewhere.

For a community shaped by infrastructure decisions dating back more than a century, the project represents a forward-looking step grounded in practical innovation.

The Sanford Public Works Department has already received several inquiries from other municipalities across the region who have been looking for solutions to similar problems. 



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Inside the Construction of Cell 13 at Sappi’s Somerset Facility

AT SAPPi North America’s Somerset Operations in Skowhegan, Maine, a major piece of infrastructure quietly took shape... keeping an industrial operation running clean, compliant, and efficient. Cell 13 isn’t flashy, but building it right requires serious coordination, technical precision, and a clear understanding of environmental standards that doesn’t leave room for shortcuts.

BUILDING FROM THE GROUND UP

The job started the old-fashioned way: clear the site and make it workable.

Crews handled full site preparation – clearing, grubbing, and removing existing infrastructure. Monitoring wells were properly abandoned, and new subsurface instrumentation was installed to track performance over time. Nothing was left to chance because once a landfill cell is built, you don’t get a second chance.

From there, the work ramped up significantly. Large-scale earthwork operations defined the foundation. Crews excavated unsuitable soils, replaced them with engineered fill, and carefully graded and compacted the base. A dedicated clay borrow source was developed to support construction, along with haul roads and stormwater controls to keep operations moving without interruption.

THE IMPORTANCE OF DOING RIGHT BY THE ENVIRONMENT

A massive part of landfill work is guided by environmental compliance. Throughout the project, erosion and sedimentation controls were in place – silt fencing, check dams, and temporary stabilization measures. These aren’t optional add-ons; they’re the baseline for working under Maine Department of Environmental Protection (DEP) standards. If you cut corners here, you pay for it later.

The approach was straightforward: control the site and protect surrounding resources.

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This work involved specialized aggregates, geotextiles, and HDPE piping – none of it forgiving if installed wrong. The new system was also tied seamlessly into existing landfill cells, creating a continuous containment setup across the facility. That integration piece is critical. A weak connection point can undermine an otherwise solid system.

WORKING AROUND AN ACTIVE OPERATION

This wasn’t a greenfield job. Construction took place within an active landfill environment, which complicates logistics, safety, and scheduling. Access roads had to be rebuilt, utilities relocated, and berms constructed to maintain separation between active and future cells. All of that had to happen without disrupting ongoing operations. It’s the kind of coordination that doesn’t show up in photos but makes or breaks a project timeline.

A PRACTICAL RESULT

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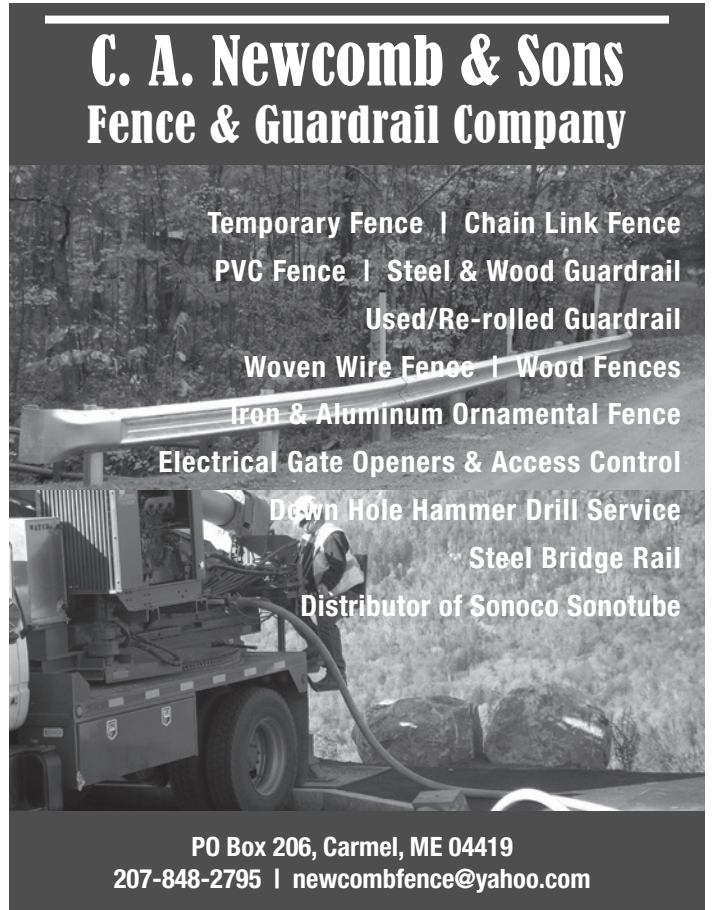
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Piscataqua River Bridge Construction



Photos: Early Piscataqua River Bridge construction in the 1970s.

IN THE late 1960s, Portsmouth, New Hampshire, found itself at a crossroads. As part of the sweeping Vaughan Street Urban Renewal Project, city leaders set out to modernize infrastructure and strengthen connections to the growing interstate system. Central to that vision

was the construction of the I-95 bridge.

At the time, traffic congestion had become a pressing issue, largely due to the aging Maine–New Hampshire Lift Bridge, which struggled to keep pace with increasing demand. The new bridge was designed as a solution. Early plans called for a 1,344 foot steel arch with a 125-foot clearance, but those specifications soon evolved. To better accommodate vessels navigating the Piscataqua River, engineers revised the design, raising the clearance to 135 feet.

Construction officially began in May 1968, marking the start of an ambitious and complex undertaking. The scale of the project was striking: 20 piers were constructed on the New Hampshire side and 15 on the Maine side to support a bridge stretching roughly 4,500 feet. The finished structure

carried six lanes of traffic across a 108 foot wide roadway, linking directly to newly developed routes like Maplewood Avenue and the Market Street Extension, both intended to better connect downtown Portsmouth to Interstate 95. The total cost came in at \$21 million, with the federal government covering 90 percent and the remaining balance shared between Maine and New Hampshire.

But progress did not come without hardship. In 1970, tragedy struck when a construction platform on the Maine side collapsed, claiming the lives of four workers. The incident cast a shadow over the project, prompting legal action and raising serious questions about safety practices on site.


Despite these challenges, the bridge was completed and opened to traffic in 1972. Its dedication on November 1 of that year was a community affair, complete with performances by the Portsmouth High School Clipper Band and the Kittery School Band. Just a year later, the bridge received national recognition, earning honors from the U.S. Department of Transportation as the country’s most outstanding bridge.

More than five decades later, the Piscataqua River Bridge continues to serve as a vital link along the I-95 corridor. Ongoing maintenance and restoration efforts have helped preserve its structural integrity, ensuring it remains safe and reliable for the thousands who cross it each day. 📍

PHOTOS: MAINE DOT



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