



**For Immediate Release**  
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**Report available at: [tripnet.org](http://tripnet.org)**

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**MORE THAN ONE-THIRD OF MAINE’S BRIDGES ARE STRUCTURALLY DEFICIENT OR FUNCTIONALLY OBSOLETE; BRIDGE CONDITIONS ARE PROJECTED TO DETERIORATE FURTHER WITHOUT ADDITIONAL FUNDING FOR IMPROVEMENTS AND REPLACEMENT**

*Eds.: The report identifies more than 200 structurally deficient bridges throughout Maine.*

**Bangor, ME** – More than one-third of Maine’s bridges are structurally deficient or functionally obsolete, with bridge conditions projected to worsen in the future if additional funding is not made available, according to a new report released today by [TRIP](http://tripnet.org), a Washington, DC based national transportation organization.

The TRIP report, “[\*Preserving Maine’s Bridges: The Condition and Funding Needs of Maine’s Bridge System\*](#)” finds that 15 percent of Maine’s state and locally maintained bridges are structurally deficient, which means there is significant deterioration of the bridge supports or other major components. Structurally deficient bridges are often posted for lower weight vehicles or closed to traffic, restricting or redirecting large vehicles, including commercial trucks, school busses and emergency service vehicles. In the Bangor area, 15 percent of bridges are structurally deficient. Eighteen percent of Maine’s bridges are functionally obsolete, meaning they no longer meet modern design standards, often because of narrow lanes, inadequate clearances or poor alignment. In the Bangor area, 15 percent of bridges are functionally obsolete.

The list below highlights several critical structurally deficient bridges in the Bangor area:

**BANGOR AREA:**

**Ohio Street over I-95 in Bangor.** This bridge, built in 1960, carries 9,998 vehicles per day and is funded for improvements in 2017. The deck of the bridge is in poor condition. This bridge is funded for replacement in 2017.

**Stillwater Avenue over South Channel of Stillwater Avenue in Old Town.** This bridge, built in 1952, carries 16,640 vehicles per day. The deck of the bridge is in poor condition. It is a direct route to the University and is a candidate for replacement in 2018.

**Route 7 over I-95 in Plymouth.** This bridge, built in 1962, carries 1,898 vehicles per day. The deck of the bridge is in poor condition and it is a candidate for deck replacement in 2017.

**Pleasant Street over the Pleasant River in Milo.** This bridge, built in 1936, carries 935 vehicles per day. The superstructure of the bridge is in poor condition and the truss is fracture critical. The bridge is a candidate for replacement in 2017.

The chart below includes a full list of the structurally deficient bridges in the Bangor area that carry at least 500 vehicles per day. A statewide list of the 205 structurally deficient bridges in Maine that carry at least 500 vehicles per day, as well as additional information, including condition ratings for key bridge components for each bridge, can be found in [Appendix A](#).

<b>BANGOR AREA</b>					
<b>Town/City</b>	<b>County</b>	<b>Route Carried</b>	<b>Route or feature intersected</b>	<b>ADT</b>	<b>Year Built</b>
Old Town	Penobscot	STILLWATER AVE.	S CHAN STILLWATER RIVER	16,640	1952
Bangor	Penobscot	I-395 (IND SPUR)	WEBSTER AVENUE	16,170	1959
Bangor	Penobscot	ROUTE 222	INTERSTATE 95	15,801	1960
Bangor	Penobscot	I-95 SOUTHBOUND	M C RR & PERRY RD	15,750	1962
Hampden	Penobscot	I 95 NB	SOUADABSCOOK STREAM	12,090	1961
Hampden	Penobscot	95 NB	SOUADABSCOOK STREAM	12,090	1961
Hampden	Penobscot	95 NB	SOUADABSCOOK STR	12,090	1961
Bangor	Penobscot	SA 6	INTERSTATE 95	9,998	1960
Hampden	Penobscot	US 1A & 9	SOUADABSCOOK STR	6,090	1924
Howland	Penobscot	ROUTE 155	PENOBSCOT RIVER	5,261	1946
Millinocket	Penobscot	ROUTE 11 & 157	SCHOODIC STR/DOLBY FLOWA	4,890	1926
Milford	Penobscot	ROUTE US2	SUNKHAZE ST/R OVERFLOW	4,455	1922
Milford	Penobscot	ROUTE US2	R OVERFLOW & SUNKHAZE ST	4,455	1938
Greenbush	Penobscot	ROUTE US 2	BEACH BRIDGE BROOK	2,160	1938
Mattawamkeag	Penobscot	ROUTE US 2	MATTAWAMKEAG RIVER	2,008	1928
Plymouth	Penobscot	ROUTE 7	INTERSTATE 95	1,898	1962
Millinocket	Penobscot	GRANITE STREET	MILLINOCKET STREAM	1,779	1937
Chester	Penobscot	BRIDGE ROAD	PENOBSCOT RIVER	1,183	1950
Hermon	Penobscot	NEWBURG RD	SOUADABSCOOK STREAM	926	1950
Millinocket	Penobscot	STATE STREET	MILLINOCKET STREAM	874	1950
Plymouth	Penobscot	ROUTE 69	MARTIN STREAM	720	1933
Guilford	Piscataquis	ROUTE 6,15,16,&150	PISCATAQUIS RIVER	5,884	1954
Milo	Piscataquis	ROUTES 6,11,&16	PISCATAQUIS RIVER	3,479	1926
Dover-Foxcroft	Piscataquis	ESSEX STREET	PISCATAQUIS RIVER	2,157	1930
Brownville	Piscataquis	ROUTE 11	PLEASANT RIVER	1,034	1935
Milo	Piscataquis	PLEASANT STREET	PLEASANT RIVER	935	1936

“Maine’s transportation system is the cornerstone of the state’s economy,” said Dana Connors, president of the Maine State Chamber of Commerce. “Every business in Maine depends on it, as do our citizens. It is critical that we increase the level of investment in our bridges, first and foremost for the safety of the traveling public, but also for the many businesses across Maine that depend on our system to ship their products to market. The TRIP report tells us what MaineDOT engineers have also told us: we need to invest more in our bridges in order to ensure safety and ensure that Maine is competitive.”

MaineDOT’s current annual bridge funding of \$70 million per year is the same level of annual investment from 2007 to 2009. The state’s bridge funding increased to an average of \$112 million per year from 2009 to 2013 as a result of the authorization of \$160 million in TransCap bonds. According to a recent [MaineDOT report](#), under current funding levels the share of the state’s bridges in poor condition would triple by 2021, from 11 percent to 33 percent. An annual bridge investment of \$140 million is needed to maintain the state’s bridges in their current condition, while an annual investment of \$217 million would be needed to maintain the entire bridge system and substantially meet service, condition and safety goals.

“Maine’s bridge conditions are only going to get worse if greater funding is not made available,” said Will Wilkins, TRIP’s executive director. “Additional, consistent funding must be provided to improve the condition of Maine’s bridges, which are a vital part of the state’s transportation network and critical to economic growth and quality of life.”