

**FY 2022 Bridge Investment Program (BIP) Planning Projects**

**Attachment 1 - Application**

**Submitted by Maine Department of Transportation**

**I. Basic Project Information**

<b>Basic Project Information</b> – Provide a narrative for the below items on basic details pertinent to the project, including project name, description, location, involved parties, etc. Items in this section will be used to determine grant program eligibility as detailed in Section C of the NOFO.	
Project Name	MaineDOT Off-System Bridge Investment Program
Project Description	<p>The Maine Department of Transportation (MaineDOT) will develop a rigorous prioritization process that will help MaineDOT prioritize and address a backlog of poor and critical condition Off-System bridges, including scour critical structures. These 239 Maine bridges categorized as poor or critical condition are located primarily in underserved, rural communities with limited resources (Attachment 2).<sup>1</sup> Replacement or rehabilitation of these bridges will address state of good repair, safety, mobility, and resiliency through the use of innovative materials and construction methods, standardized design, and bundling of bridges to improve efficiency and cost-competitiveness.</p> <p>This planning project includes: developing a prioritization process according to federal bridge grant criteria; field investigation; performing a feasibility analysis for innovative materials and construction methods; developing standardized design parameters; conducting outreach to the industry on innovative materials such as Hillman and AIT Beams; developing a Statewide program framework; collaborating with regulatory agencies to use previously successful bridge bundle permitting; and completing future bridge bundle grant applications for USDOT consideration to support the planning project.</p> <p>The end results of this initiative will be:</p> <ol style="list-style-type: none"> <li>1. Off-system bridge program framework;</li> <li>2. Standardized bridge design and materials;</li> <li>3. Innovative construction procedures; and</li> <li>4. Initial bridge bundle.</li> </ol>
State(s) in which project is located	Maine

<sup>1</sup> [http://www2.census.gov/geo/maps/dc10map/UAUC\\_RefMap/ua/](http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/)

Does the project serve an urban or rural community?	The project addresses off-system bridges statewide, primarily in Maine’s underserved, rural communities (Attachment 2).
Total Project Cost (Estimated to include planning and construction costs)	\$600,000.00, for program establishment and identification of an initial bridge bundle with a construction value of approximately \$40 million.
Who is the Project Sponsor?	State of Maine via Maine Department of Transportation (MaineDOT)
List all Project Co- Applicants.	While there are no co-applicants, letters of support for this planning project are provided as Attachment 4.
Identify the Lead Applicant (who will be also the applicant responsible for administration of BIP funds if application is selected and point of contact for the application.)	MaineDOT Contact: Andrew Bickmore MaineDOT Office of Results & Information 16 State House Station Augusta, ME 04333 <a href="mailto:Andrew.bickmore@maine.gov">Andrew.bickmore@maine.gov</a> (207) 624-3293
Was an application for USDOT discretionary grant funding for this project previously submitted?	No

## II. National Bridge Inventory Data

**National Bridge Inventory Data** - For each bridge included in the project description above, fill out the NBI data in the following form. For projects with multiple bridges, including those utilizing bridge bundling, this table should be duplicated and populated with data for each individual bridge. This data is used to support and verify statements made about the project in other sections in this application template as noted in Section D.2.d.II of the NOFO. Data, format and coding information can be downloaded from [Download NBI ASCII files - National](#)

Attachment 3 to this application contains the requested NBI data for each MaineDOT off-system bridge in poor and critical condition.

Of the 1095 federal, off-system bridges in Maine, NBI data highlights the following significant challenges.

- **Bridges in poor or critical condition** – 75% – 179 of 239.
- **Scour critical bridges** (rating of 2, 3 or 4) - 40% – 117 of 239 – Scour critical bridges require the installation of stream stabilization countermeasures to maintain bridge operations. Failure to address these scour issues may result in bridges being closed following significant storm events.
- **Bridge postings** – 32% - 76 of 239 – More postings are anticipated without bridge improvements, limiting freight, delivery options (such as heating fuel), emergency vehicle access, and snow removal options.
- **Bridges in environmentally complex areas** - 70% – 164 of 239 – Bridges in environmentally complex areas (indicated by “red”) due to: the presence of sensitive resources; vulnerability to sea level rise, storm surge, and/or extreme weather; lack of detours or redundancy; inadequate hydrologic/hydraulic capacity; location on an emergency evacuation route; or some combination of these factors.
- **Bridges in underserved, rural communities** - 98% - 233 of 239 – Maine has three designated urban areas with the remainder of the state considered rural (Attachment 2).
- **Bridges in economically disadvantaged communities** – 55% - 132 of 239 – A majority of the bridges are in areas of higher poverty levels (12% or greater). Addressing poor and scour critical bridges in these economically disadvantaged areas is crucial as many of these crossing locations are the primary source of access to jobs and healthcare. (Attachment 2).

Figures 1 through 4 provide a detailed breakdown for each of these critical challenges. This planning project will establish an objective and consistent prioritization process to address this significant, increasing back log of deficient off-system bridges. Following development of the prioritization process, these structures will be grouped into up to four bundles for delivery following the prioritization and delivery process developed using BIP Planning Grant funding.

An identified initial bundle of bridges, which if replaced or rehabilitated will advance BIP goals, will be identified with sufficient preliminary engineering to identify the cost and approach for replacing or rehabilitating the bridges in the identified bundle.

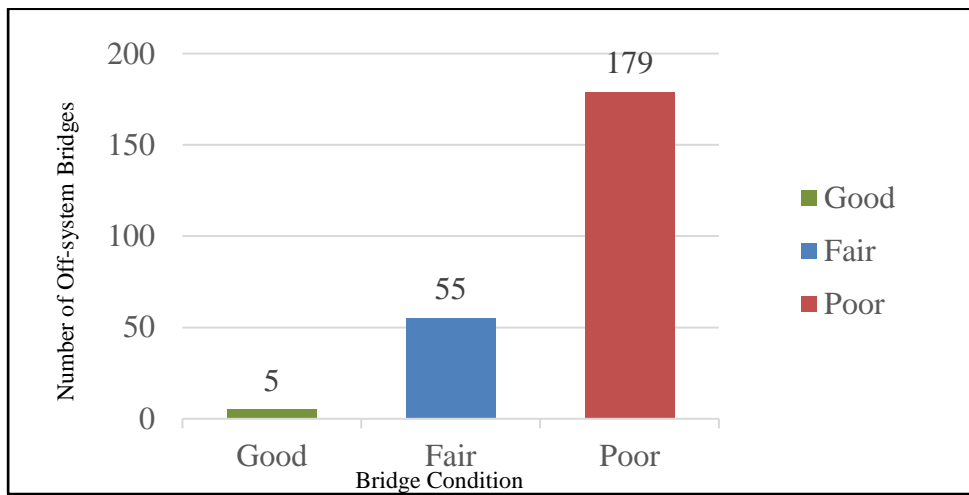


Figure 1 – Current Condition Ratings for Maine’s Off-System Bridges.

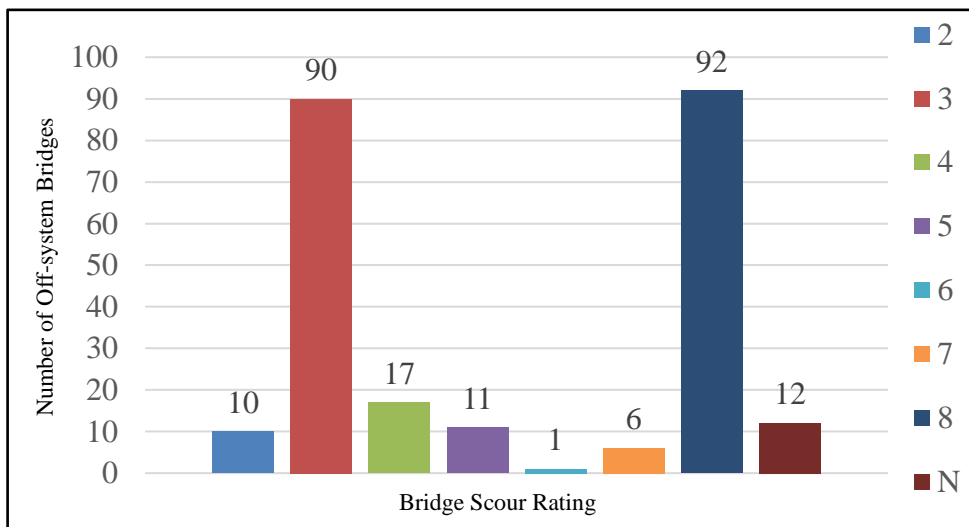


Figure 2 – Current Scour Ratings for Maine’s Off-System Bridges.

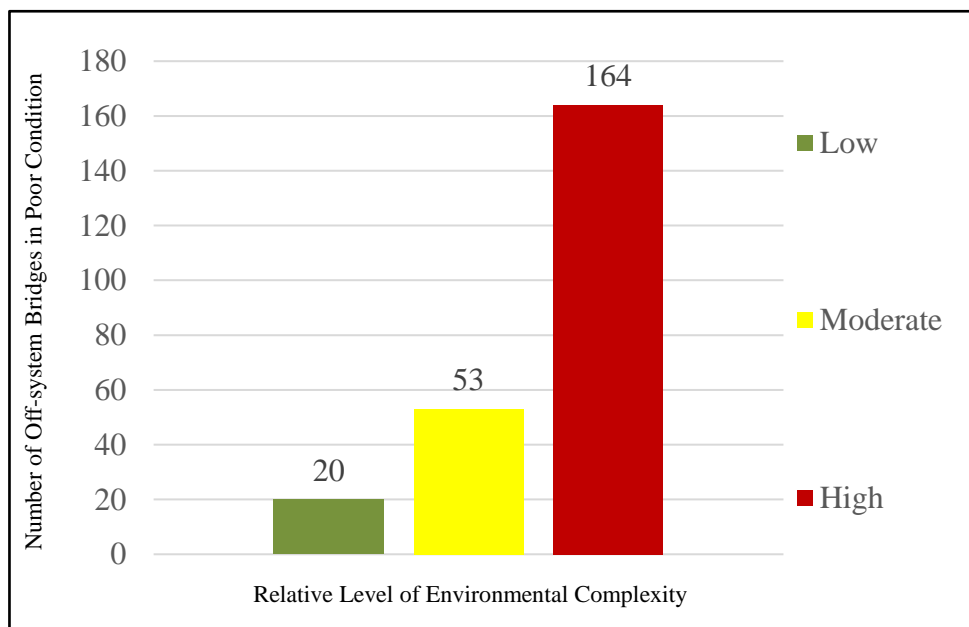


Figure 3 – Environmental Complexity of Maine’s Off-System Bridges.

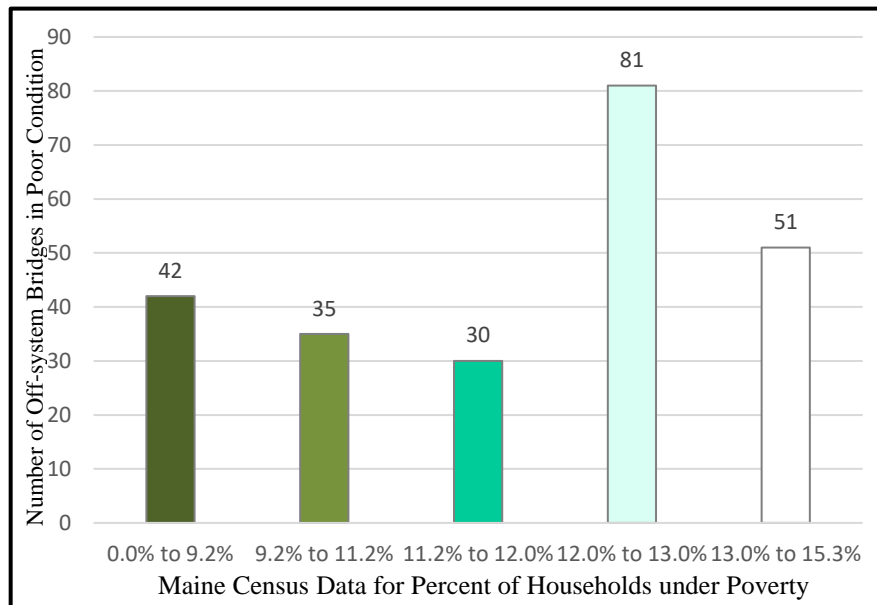


Figure 4 – Maine’s Off-System Bridges in Poor Condition by Economic Profile.

### III. Project Costs

**Project Costs** – Provide information detailing the costs associated with the planning project activities. These costs will be used to determine eligible award amount, how the project supports financial goals of the program, and other factors. Future cost data should be based on estimates for the planning project. Future costs for construction of a Large Bridge Project or Bridge Project are not necessary for the DOT’s evaluation of BIP Planning grant. More information on this section can be found in Section D.2.d.III of the NOFO.

Included in this section is a detailed task breakdown of the project’s budget and the plans for covering the full cost of the project from all sources. Costs associated with this BIP Planning grant are based on estimates for the planning project and do not include future costs for construction of a Large Bridge Project or Bridge Project.

BIP Request Amount	Exact Amount in year-of-expenditure dollars: \$ 480,000.00
Estimated Total of Other Federal funding (excluding BIP Request)	Estimate in year-of-expenditure dollars: \$ 0
Estimated Other Federal funding (excluding BIP) further detail	Program: N/A Amount: \$0
Estimated non- Federal funding	Source: Maine State Highway Funding Amount: \$120,000

	Maine's contribution to the project cost demonstrates the State's commitment to be a good partner with USDOT in addressing the critically important bridges identified in this application. The State funding also enables Maine to begin the proposed project upon announcement of award rather than waiting until a grant agreement is reached.
Total Planning Project Cost	Estimate in year-of-expenditure dollars: \$ 600,000.00

#### **IV. Project Outcome Criteria**

**Project Outcome Criteria** – Provide narrative response how the project responds to the project outcome criteria in Section E.1.a of the NOFO. This section should elaborate on previously provided information to address the project selection criteria in more detail.

##### **Criteria #1: BIP Program Goals**

This planning project is envisioned to meet the following BIP program goals, which are discussed in more detail below.

- (1) Improving the safety, efficiency, and reliability of the movement of people and freight over Maine's off-system bridges;
- (2) Improving the condition of bridges in the United States by:
  - (a) Reducing the number of Maine bridges in poor condition or in fair condition and at risk of falling into poor condition within the next 3 years;
  - (b) Reducing the total person miles traveled over Maine bridges in poor condition, or in fair condition and at risk of falling into poor condition within the next 3 years,
  - (c) Reducing the number of Maine bridges that do not meet current geometric design standards, or cannot meet the load and traffic requirements typical of the regional transportation network, and
  - (d) Reducing the total person miles traveled over Maine bridges that do not meet current geometric design standards, or cannot meet the load and traffic requirements typical of the regional transportation network; and
- (3) Providing financial assistance that leverages and encourages non-Federal contributions from sponsors and stakeholders involved in the planning, design, and construction of eligible projects.

Given current asset management procedures and overall funding levels, these off-system bridges are not receiving funding adequate for their replacement at the end of their service life. By establishing an ongoing program leading directly to the improvement of a growing number of deficient off-system bridges, Maine's transportation system will see an overall improvement. Most of these structures are located in underserved, rural communities, serving as essential links in the transportation network for the movement of people and goods throughout the state. For many of these communities, access to jobs, medical and emergency services, and evacuation routes depends on reliable transportation links that can reasonably be maintained – an increasingly difficult task as a bridge exceeds its design life. Many of these communities lack the staff, expertise and resources to independently apply for federal grant funds, administrate design contracts, and oversee construction. Through this planning and delivery program, MaineDOT will apply its extensive background in executing each of these

phases to maximize improvements in the state's bridge infrastructure as a whole.

Maine currently has 239 bridges that meet the criteria for poor or critical condition (Attachment 3), with 37 of those bridges categorized as being in the more severe serious or critical condition categories. With an average off-system bridge age of 52 years, this list continues to grow annually as overall deterioration advances. As these structures age, they pose increasing risk to the public in the form of catastrophic failures, severing of supply routes, and increased costs associated with inspections, maintenance, and repairs. Many of these local bridges have reached the end of their useful life and additional maintenance is not practical. This planning project will create the opportunity for the locality to assume the long-term maintenance of a structure in good repair, significantly reducing the ongoing investment required.

Developing and institutionalizing this planning program will create an avenue for meeting the BIP goals into the future, addressing the following opportunities and challenges along the way.

### **State of Good Repair**

A key focus of the planning grant will be to establish a framework and program that maximizes the number of Maine off-system bridges in a state of good repair through design and construction efficiencies that result in cost and time savings. These efficiencies will maximize the number of deficient off-system bridges that can be replaced to meet current geometric standards. To accomplish this, MaineDOT will apply the principals of bridge bundling. FHWA finds that Bridge Bundling is an efficient and effective method for improving bridges. In fact, FHWA's 2019 Bridge Bundling Guidebook recognizes "bridge bundling as an innovative program to increase bridge improvement capacity".<sup>2</sup> Per FHWA, measurable cost and schedule savings are achievable through well-planned and executed bundling programs.

The planning study will establish an approach to developing and delivering bundles, based on the principals of the 2019 Bridge Bundling Guidebook, emphasizing construction efficiencies, economies of scale and time savings. In addition to considering structural need and equity, the framework for developing the bundles will consider:

- Geographic location and proximity
- Road type, geometry, traffic, and work zone control
- Bridge size
- Environmental permitting considerations
- Hydrology and Hydraulics
- Geotechnical conditions
- Utilities
- Right-of-way

In addition to the development of bundles, the planning study will establish strategies for design standardization and the use of prefabricated bridge elements to maximize design and construction efficiency. These efficiencies will create economies of scale to the extent practical by using repetitive designs and details and specifying the use of prefabricated units. Standardized bridge designs will be developed for a range of bridge lengths and widths. These designs will be detailed and summarized on standard design sheets that can then be applied on

<sup>2</sup> FHWA. 2019. Bridge Bundling Guidebook.

a project-by-project basis.

Case studies have demonstrated the benefits of using bridge bundling in combination with standardized design. For example, a 2012 PennDOT pilot program to replace county-owned bridges reported design savings between 25 and 50%. This program delivered focused projects, selecting only bridges with nearly identical details in an effort to repair and replace multiple bridges with one design. The pilot also reported construction savings between 5 and 15%. This planning project will enable the use of standardized designs and materials where practicable as well as customization to specific sites as necessary.

According to FHWA, the use of standardized designs and prefabricated bridge components results in:

- Opportunities for design savings:
  - Consolidating the PE phase among structures, which allows for preparing one contract instead of multiple contracts
  - Determining the final structure type quickly - efficiency is gained through repeatable details instead of a custom design for each location
  - Completing PE information (borings, pavement cores, subsurface utility exploration, surveys, etc.) with a single contract for all bridges in the contract package
  - Reducing the number of plan sheets in the plans, specifications, and estimate (PS&E) package
  - Grouping meetings with permit review agencies and utilities
- Opportunities for construction savings:
  - Purchasing larger quantities of materials, providing leverage for a lower price
  - Using similar beam fabrications and structural details, leading to worker efficiency during construction
  - Reducing contractor mobilization costs
  - Using labor and equipment efficiently by synchronizing staging locations
  - Starting construction sooner, thus realizing measurable time savings that equate to cost savings
- Additionally, MaineDOT expects the following benefits.
  - Faster construction
  - Lower user costs, especially considering rural bridges are often closed or restricted to one lane of alternating traffic during construction which results in lost time
  - Less vehicle idling and associated greenhouse gas emissions
  - Reduced duration of in-water disturbance that can result in potential siltation and turbidity in the waterway

MaineDOT and Maine's local bridge owners, face a growing financial burden of repairing or replacing off-system bridges. This planning program will establish the framework that will allow both MaineDOT and its local bridge owners to take advantage of the significant efficiencies gained through bridge bundling.

### **Safety**

The greatest opportunities to improve safety through replacement or rehabilitation of the off-



system bridges provides are:

- Increasing lane and shoulder widths. Increasing travel lane and shoulder widths to meet current bridge design standards will improve safety for vehicles. Increasing shoulder widths will also provide opportunity to better accommodate non-vehicular modes of travel such as bicycles and pedestrians.
- Increasing the number of travel lanes. Nearly 13% of the off-system bridges – 31 out of 239 – are single lane bridges. This bridge investment program will provide an opportunity to consider increasing the number of lanes on these bridges from one to two lanes, which will also provide an opportunity to improve safety

Over the past three years, 391 crashes occurred at or in close proximity to the 239 deficient off-system bridges.<sup>3</sup> By improving safety through increased lane and shoulder widths, and adding another lane of travel, MaineDOT anticipates a reduction in the number of crashes by approximately 33% based on an analysis performed using the Interactive Highway Safety Design Model (IHSDM), which is supported by FHWA.<sup>4</sup>

Safety will also be improved by reducing construction duration, another benefit anticipated through the use of standardized designs, innovative materials, and bridge bundling. Reduced construction duration for the bridge projects is anticipated to provide a reduction of approximately 15% in the total number of crashes for the same duration. Work zone crash rates are approximately 60% higher than non-work zones for similar type projects.<sup>5</sup>

In addition to improving vehicular safety, providing pedestrian and bicycle accommodations where feasible will improve safety for these alternate modes of travel. It is MaineDOT's policy to design these facilities to meet FHWA current design guidance.<sup>6</sup>

### **Mobility and Economic Competitiveness**

Average daily traffic (ADT) for the 239 poor and critical condition off-system bridges ranges from less than 10 to nearly 4,800, resulting in nearly 43 million vehicle miles traveled annually.<sup>7</sup> While these ADT volumes may be less than other higher priority, NHS bridges, their importance is elevated due to the lack of redundancy and extreme distances that must be traveled if they are closed or posted for lower vehicle loads.

As shown in Attachment 2, most of Maine is rural. As such, many of these off-system bridges provide critical access to underserved populations. Over 25% of the off-system bridges identified – 63 out of 239 – have a detour length of 100 miles or more, further validating the importance of these bridges regardless of the volume of traffic passing over them as many bridges serve as the only means to access these underserved or rural communities. This is critical for access, emergency services,

Several bridges carry sizeable volumes of average daily traffic. For example, the Pascal Avenue bridge over the Goose River in Rockport carries approximately 4,800 vehicles per day over the Goose River near the downtown area. If this poor condition bridge were to be posted or closed, it would add nearly a mile of detour to this notable volume of traffic, resulting in the

<sup>3</sup> MaineDOT 2019-2021 crash data.

<sup>4</sup> Based on IHSDM analysis performed by HNTB, July 2022.

<sup>5</sup> IHSDM crash mitigation factors

<sup>6</sup> [https://safety.fhwa.dot.gov/saferjourney1/library/pdf/Pb\\_memoDesign%20Guidance.pdf](https://safety.fhwa.dot.gov/saferjourney1/library/pdf/Pb_memoDesign%20Guidance.pdf)

<sup>7</sup> MaineDOT Statewide Travel Demand Model average trip length.

potential for an additional 1.5 million miles of vehicle travel to this region, all of which would need to travel along the highly traveled US Route 1 to reach the desired origin or destination.

### **Innovation**

This planning grant will leverage the opportunities afforded by bridge bundling programs to implement technical and engineering innovations that are more difficult to consider on individual bridge projects. Through contractor engagement intended as part of this planning process, MaineDOT will garner contractor input regarding: specific construction means and methods; risk mitigation strategies; opportunities for schedule acceleration and cost reduction, and; potential technical concepts that can be included in the standardized designs that will ultimately serve as the basis for construction. This contractor involvement is expected to result in program cost savings and schedule efficiencies.

MaineDOT shares FHWA's goal of developing and deploying innovative practices and technologies that improve the safety and performance of the Nation's transportation system. Maine's harsh winters and the application of road salt for winter maintenance advance the deterioration of bridges built using conventional construction materials, requires more frequent and intensive bridge repair and rehabilitation, and impacts the useful life of Maine's bridges. This hard reality heightens MaineDOT's desire to explore and apply innovative materials that are corrosion resistant and reduce maintenance and repair requirements, extend bridge service life, and reduce overall bridge life cycle costs. For that reason, this planning program will evaluate the feasibility of incorporating innovative materials into the standardized designs. MaineDOT has been an early adopter of innovative materials and methods, including, but not limited to, the following.

- Corrosion resistant materials and construction methods;
- Corrosion resistant reinforcing steel, including GFRP, solid stainless reinforcing, or low-carbon, chromium alloy steel reinforcing bar will be used in high-corrosion areas, including the bridge deck and curbs, abutment backwalls, and areas directly exposed to salt spray from roadways;
- Where prestressed concrete girders are preferred, stainless steel reinforcing and stainless steel prestressing strands will be specified in lieu of conventional carbon steel reinforcing and prestressing strand. This innovation in prestressed girder construction is an emerging approach to minimizing corrosion that has only been implemented on a small handful of projects to date; and.
- Prefabricated bridge components will be used where feasible to maximize the benefits associated with constructing bridge components in a controlled fabrication environment which leads to improved quality and long-term durability.
- Composite Structural Systems

Maine is home to Advanced Infrastructure Technologies, Inc. (AIT), one of the leading developers and manufacturers of composite bridge components in the United States. AIT specializes in the design and fabrication of fully composite structural system constructed using fiber-reinforced polymer or FRP composites. The result is lightweight, high-strength, corrosion-free, and enduring structural material. AIT's composite materials have been tested at the University of Maine's Advanced Structures & Composites Center (ASCC) and have proven to last 100+ years with little to no maintenance. Additionally, when using composites in

infrastructure, the project's carbon footprint is reduced during all phases of the project - manufacturing, transportation, construction, and maintenance.

AIT fabricates three primary systems that will be considered for this program.

- GBeams: Composite tub girders fabricated from FRP and reinforced with a mix of carbon fiber fabric and glass fiber fabric in a resin matrix (Figure 5).
- GArch: A hollow advanced FRP tube structural member comprised of an advanced fiber reinforced polymer shell which functions as external reinforcement and stay-in-place form for expansive self-consolidating concrete.
- Hillman Composite Beams: Lightweight reinforced concrete beam strengthened and protected by a corrosion-resistant and resilient Fiberglass Reinforced Polymer (FRP) shell.

Each of these systems uses corrosion resistant fiber reinforced polymers (FRP), but in different ways. Regardless of how the FRP is used, the systems offer durable, low maintenance, with anticipated service life exceeding 100-years - approximately 30 years beyond a traditional steel structure. The light weight of the FRP beams allows for multiple beams to be shipped on a single truck, installed using smaller onsite equipment and resulting in faster installation when compared to equivalent steel and concrete beams. These are all benefits that can be realized when working in rural areas where equipment, labor and material availability can be limited.



Figure 5 – Composite GBeams Fabricated by AIT.

Upgrades to functionally obsolete bridges that do not meet current geometric design standards or cannot meet the load and traffic requirements typical of the regional transportation network will be expedited through implementation of this planning program. Typical deficiencies of these poor and critical condition off-system bridges include:

- Inadequate shoulder widths for bicycles, pedestrians, fishing, and snowmobiles;
- Substandard guardrails and railings that are not designed for modern vehicle sizes, weights and travel speeds. Obsolete rails are also typically too short to provide fall protection for bicyclists and pedestrians;
- Typical bridge openings for obsolete off-system structures are undersized for current and predicted hydraulic capacities, increasing the risk of scour and habitat degradation.

### **Climate Change, Resiliency, and the Environment**

This planning project will address climate change, improve resiliency, and support environmental sustainability during both the program development and implementation phases by:

- **Climate change.** The off-system bridge replacements resulting from this planning project will contribute to the reduction of air pollution and greenhouse gas emissions from passenger vehicle, heavy truck and construction equipment sources. Reductions in emissions will be realized from: 1) reduced idling time due to shorter construction windows; and 2) reduced vehicle miles traveled should closure of a deficient bridge force extensive detours, as is the case in most of Maine’s rural communities. In addition, increasing bridge widths is likely to increase use of lower-carbon travel modes such as active transportation. As discussed regarding innovation, incorporating alternate materials like composites provides the opportunity to use lower-carbon construction materials. This planning project will contribute directly to holistically reducing risks to Maine’s transportation system associated with climate change;
- **Resiliency.** Most climate models project that Maine will continue to get wetter over the next century as increased heating intensifies the hydrologic cycle. Maine has experienced an increase in the average number of heavy precipitation events per year and increases in sea level and storm surge frequency.<sup>8</sup> Of the off-system bridges listed in Attachment 3, 22% are at risk from sea level rise, storm surge or extreme weather events. Coupled with 40% of these bridges in scour critical condition, these structures are primed for failure. , with the frequency of failures increasing as climate continues to change. Maine has experienced catastrophic failures of both off-system and NHS bridges as a result of both coastal and inland storms (e.g., 2006 Mothers’ Day Flood, 2007 Patriots’ Day Storm, 2011 Hurricane Irene, 2022 Mothers’ Day Storm)(Figure 6). These as well as less extreme precipitation events have caused disruptions in travel, including emergency evacuations, either due to limited or no bridge redundancy in many of Maine’s more rural communities. By following MaineDOT’s Bridge Design Guide during the planning and design of these bundled bridge replacements, this planning project will improve resiliency of at-risk infrastructure by improving disaster preparedness and resilience to all hazards, including long-term resiliency to extreme weather events, flooding, or other natural disasters<sup>9</sup>;
- **Environment.** This planning project will improve wildlife and habitat connectivity, especially for aquatic species. Two-thirds of the poor and critical off-system bridges do not meet Maine state or federal regulatory standards for openings at least 1.2 times the waterbody’s bankfull width. These undersized structures constitute barriers for wildlife and/or aquatic passage, create unfavorable hydraulic and hydrologic conditions, and contribute to scour. Replacing a significant number of these deficient structures provides an opportunity to assess sizing and design such that they will not constitute barriers to the movement of wildlife and water.

In addition to the benefits cited above, improving aquatic passage through this planning project and subsequent construction projects will significantly contribute to

<sup>8</sup> [https://www.maine.gov/future/sites/maine.gov.future/files/inline-files/GOPIF\\_STS\\_REPORT\\_092320.pdf](https://www.maine.gov/future/sites/maine.gov.future/files/inline-files/GOPIF_STS_REPORT_092320.pdf)

<sup>9</sup> <https://www.maine.gov/mdot/bdg/docs/BDGupdateJune2018.pdf>

the restoration and enhancement of endangered habitat. Approximately two-thirds of Maine is designated as Atlantic salmon (ATS) Distinct Population Segment and/or critical habitat. Stream barriers constitute the primary impediment to migration of ATS from the sea to freshwater breeding areas. Maine is the only state in the U.S. with a resident population of this species and significant effort has been expended to both protect and restore its remaining habitat. This planning project will expedite replacement of deficient off-system bridges, creating more immediate opportunities to resolve hydraulic and physical barriers for the overall benefit of ATS as well as other native species unique to Maine, such as Eastern brook trout.

This planning project will include collaborating with state and federal resource and regulatory agencies to create a streamlined bridge bundle permitting process. In 2010, MaineDOT successfully bundled permitting for 26 bridges funded under the American Recovery and Reinvestment Act (ARRA). The success of this approach was founded in MaineDOT's existing relationships with agencies and its commitment to meet regulatory standards across a broad spectrum of locations, designs, and construction limitations. This approach will be updated and improved as part of this planning project. Since 2010, MaineDOT has negotiated programmatic general permits for ATS and Northern long-eared bat that markedly improve review times, permitting outcomes and predictability for design teams and contractors.<sup>10</sup> Delivering the bridge projects resulting from this planning project will result in both environmental and process gains.



Roque Bluffs, Maine. 2021.<sup>11</sup>

Carrabassett Valley, Maine. 2011.<sup>12</sup>

Figure 6 – Maine off-system bridge failures due to extreme weather events.

Environmental Criterion	% of Poor or Critical Condition Off-system Bridges <sup>1</sup>
Structure less than 1.2 times bankfull width	66%
Atlantic salmon Critical Habitat or Distinct Population Segment	52%
Endangered or Threatened species present	17%
Vulnerable to sea level rise/storm surge/extreme weather	22%
Environmentally complex location	65%

<sup>1</sup> Out of 239 total.

<sup>10</sup> <https://www.maine.gov/mdot/maspc/>

<sup>11</sup> <https://wgme.com/news/local/heavy-rains-flooding-damage-roads-in-downeast-maine>

<sup>12</sup> <https://www.pressherald.com/2011/08/28/roads-closed-statewide/>

## **Quality of Life**

This planning project will improve the quality of life for local, regional, or national users by improving the reliability, safety, and resiliency of Maine's deficient off-system bridges. The specific improvements as a result of this effort are as follows.

- **Underserved communities.** The planning project focus on deficient off-system bridges will concentrate improvements in typically underserved, rural communities that typically lack local staff and funding to undertake significant transportation infrastructure projects, such as bridge replacements. The rural focus will ensure that environmental justice is considered and addressed as part of both the planning project and resulting bridge replacement projects. This planning project will engage local communities as partners during its development and implementation, which will provide an opportunity to hear directly from those potentially impacted by the projects and subsequently mitigate those impacts. Through this program, MaineDOT will create the opportunity for communities to access federal funding that otherwise would be unavailable to them.
- **Public engagement.** MaineDOT will use its virtual Public Involvement Management Application (PIMA) for public engagement during program development and implementation. MaineDOT was an early adopter of virtual public involvement during COVID-19 when in-person meetings were restricted for public health reasons. Beyond the pandemic, MaineDOT has opted to continue to use PIMA as its primary vehicle to distribute information as well as collect public comment. The number of people accessing the project-specific websites and the number of comments received are significantly higher using PIMA. In addition, people from all corners of the state can access this virtual platform and the level of customer satisfaction with this engagement method is high.
- **Alternate users.** Nonvehicular users will benefit directly from this program, which will upgrade shoulder widths, geometry, and design to current FHWA guidance on pedestrian and bicycle accommodations as per MaineDOT policy, thereby providing pedestrians and bicyclists with safer travel options.<sup>13</sup> Throughout Maine these off-system bridges serve as important recreation opportunities, with fishermen and snowmobilers frequently using shoulders to access resources and connect trails. These users too will see improved safety and mobility as a result of improvements to these bridges.
- **Disadvantaged Business Enterprises.** Equity considerations will be integrated into planning, development, and implementation of transportation investments resulting from this project, including utilization of Disadvantaged Business Enterprises (DBE). Creating a conduit for small to medium-size off-system bridge replacements and standardizing materials and methods will create opportunities for contractors throughout the state to pursue these less sizeable and more standardized construction projects.
- **Economically disadvantaged populations.** MaineDOT's virtual public involvement process together with direct conversations economically disadvantaged populations will provide the opportunity to proactively minimize impacts to potentially-affected, community-based organizations, businesses and residents during project planning. PIMA is used not only to collect comments on projects, but also to reflect how such input is taken into consideration in decision-making and keep the public informed during construction.

<sup>13</sup> [https://safety.fhwa.dot.gov/saferjourney1/library/pdf/Pb\\_memoDesign%20Guidance.pdf](https://safety.fhwa.dot.gov/saferjourney1/library/pdf/Pb_memoDesign%20Guidance.pdf)

### **Criteria #2: Project Description**

State DOT's and other bridge owners are faced with significant challenges in addressing bridge preservation and replacement needs and Maine is no exception. Approximately 75% of the 239 off-system bridges listed in Attachment 3 are in poor condition and in need of repair or replacement, with many far exceeding their intended design life. This issue is magnified by limited funding and rapidly rising labor and material costs. These factors require that MaineDOT invest a disproportionate amount of their funding on major repair and rehabilitation projects in lieu of preventative maintenance intended to extend the service life of bridges. This approach of focusing on the replacement of deficient bridges and ignoring routine preservation needs is less efficient and more costly in the long term.

This planning project will result in a process to evaluate, prioritize and pursue an additional \$160 million in BIP grant funding for the replacement of four off-system bridge bundles. This additional investment will provide a two-fold benefit. First, it will address some of the most pressing bridge replacement needs in the state and remove numerous structurally deficient bridges from the state's bridge inventory. Secondly, it will allow MaineDOT's more traditional funding sources to be focused more heavily on bridge preservation treatments and activities thereby extending the useful life of existing bridges in good to fair condition, reducing bridge life cycle costs.

### **Criteria #3: Project Schedule**

Figure 7 shows the detailed schedule for the planning activities anticipated over the next nine-month period. Key activities during the planning phase of the project include:

- Evaluate bridges against selection criteria to create a priority process
- Conduct community, stakeholder, and industry outreach
- Perform feasibility analysis for innovative materials, standardized design, and environmental status
- Create statewide program framework
- Develop list of initial bridge bundle projects and submit BIP Grant Application

This schedule identifies each of the listed activities along with an anticipated duration. This schedule is expanded in Figures 7 and 8 to include submission of future BIP bridge project grant applications for four future bridge construction project schedules associated with the anticipated bridge bundles. MaineDOT's intention is to apply for future BIP Bridge project grants that would significantly address the backlog of needed improvements to the off-system bridges. Bridge bundles are anticipated to be comprised of approximately 18-20 bridges with a construction value of \$40 million for each bundle – totaling \$160 million over the next five years. This bridge bundle approach represents more than triple the rate at which off-system bridges are currently able to be replaced using the more traditional delivery process. Due to current capacity and resources, MaineDOT has been limited to programming five off-system replacements per work plan year.

In compliance with the BIP statutory requirements in 23 U.S.C. § 124(h), key activities completed during the delivery phase of the bridge bundle process will be:

- Environmental review, preliminary engineering and design work, and other preconstruction activities;

- Construction, which includes replacement and reconstruction, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance;
- Expenses related to the protection as described in 23 U.S.C. § 133(b)(10) of a bridge, including seismic or scour protection; and
- On the request of an eligible entity carrying out an eligible project, amounts awarded to the entity to pay subsidy and administrative costs necessary to provide to the entity Federal credit assistance under 23 U.S.C. chapter 6.

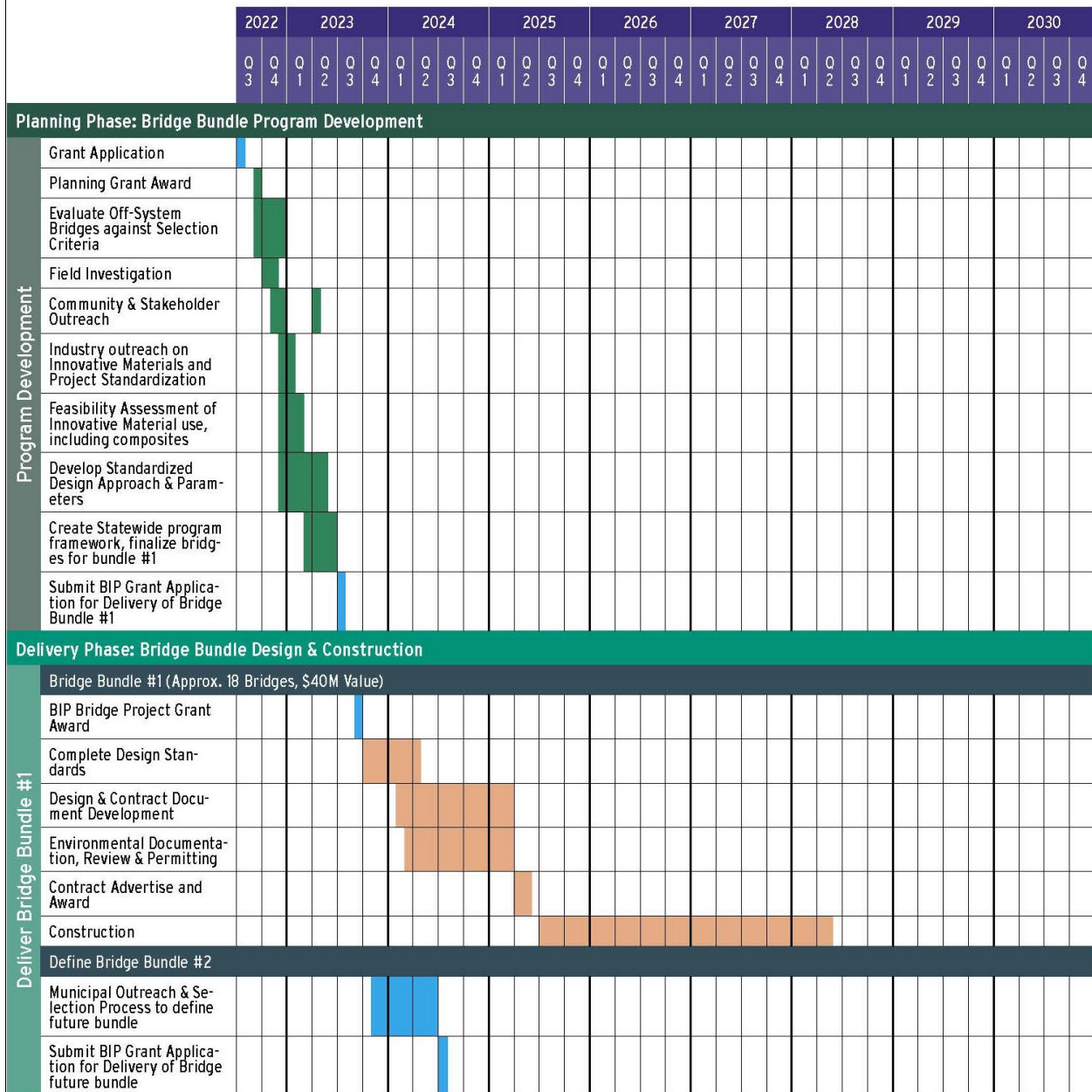


Figure 7 – MaineDOT Bridge Investment Program Planning Project and Bundle Delivery Schedule.



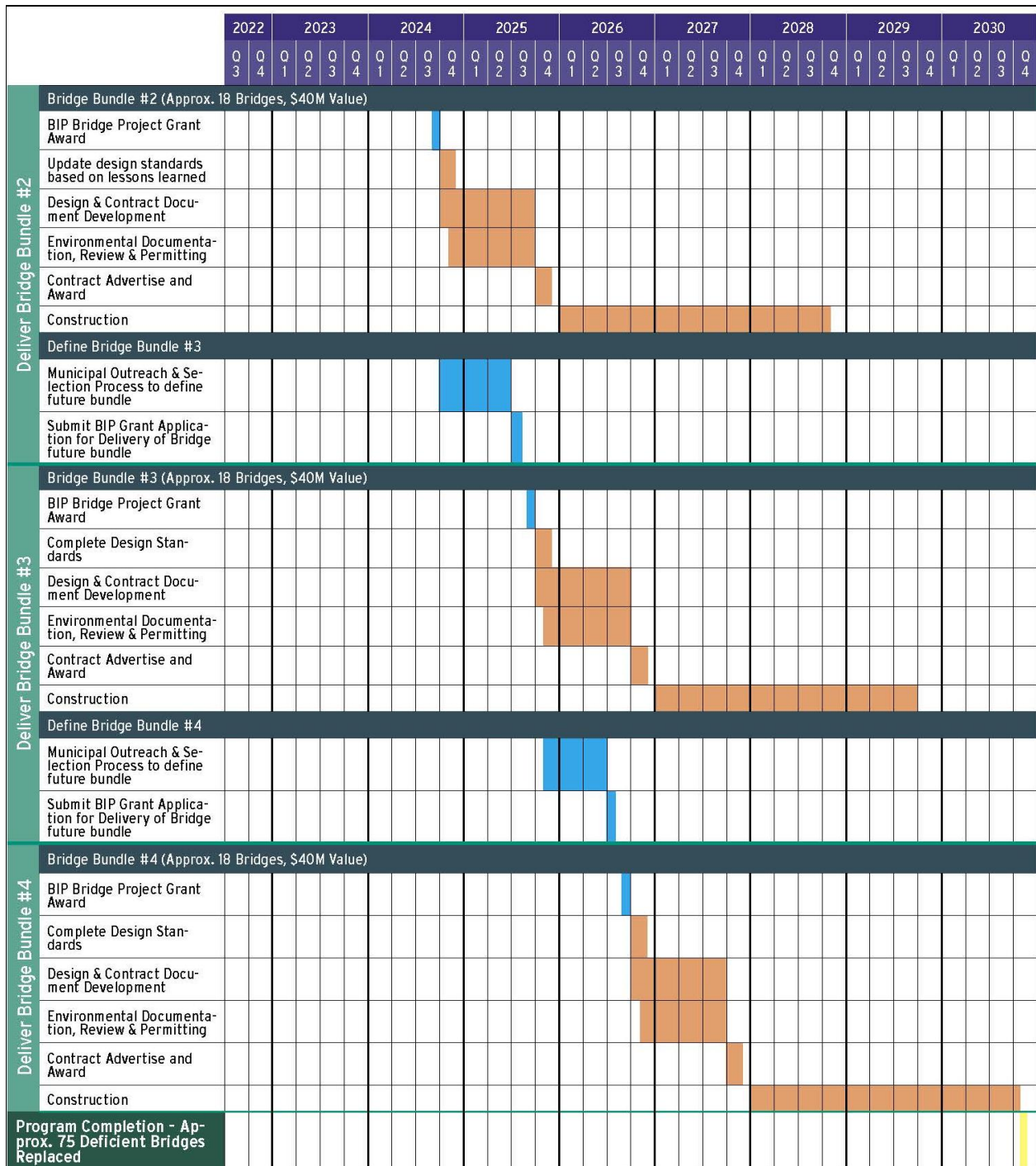


Figure 8 – MaineDOT Bridge Investment Program Project Bundle Delivery Schedule (cont.).

**Criteria #4: Project Budget**

The proposed planning project budget is \$600,000, which includes both planning and feasibility analysis. Of this funding, 80% is assumed to be provided by Federal BIP grant with the remaining 20% by State funds. Breakdown of the \$600,000 is as follows.

<b>Task #</b>	<b>Planning Project Task</b>	<b>Task Budget</b>
1	Evaluate Off-System Bridges against Grant Criteria	\$100,000
2	Field Investigations	\$20,000
3	Feasibility Analysis for Innovative Materials and Construction Methods	\$95,000
4	Develop Standardized Design parameters	\$70,000
5	Industry Outreach	\$15,000
6	Create Statewide Program Framework	\$150,000
7	Identify Bridge Bundles	\$75,000
8	Submit BIP Grant Applications for up to Four Bridge Bundles	\$75,000
	<b>Total</b>	<b>\$600,000</b>

## V. Planning Priority Considerations

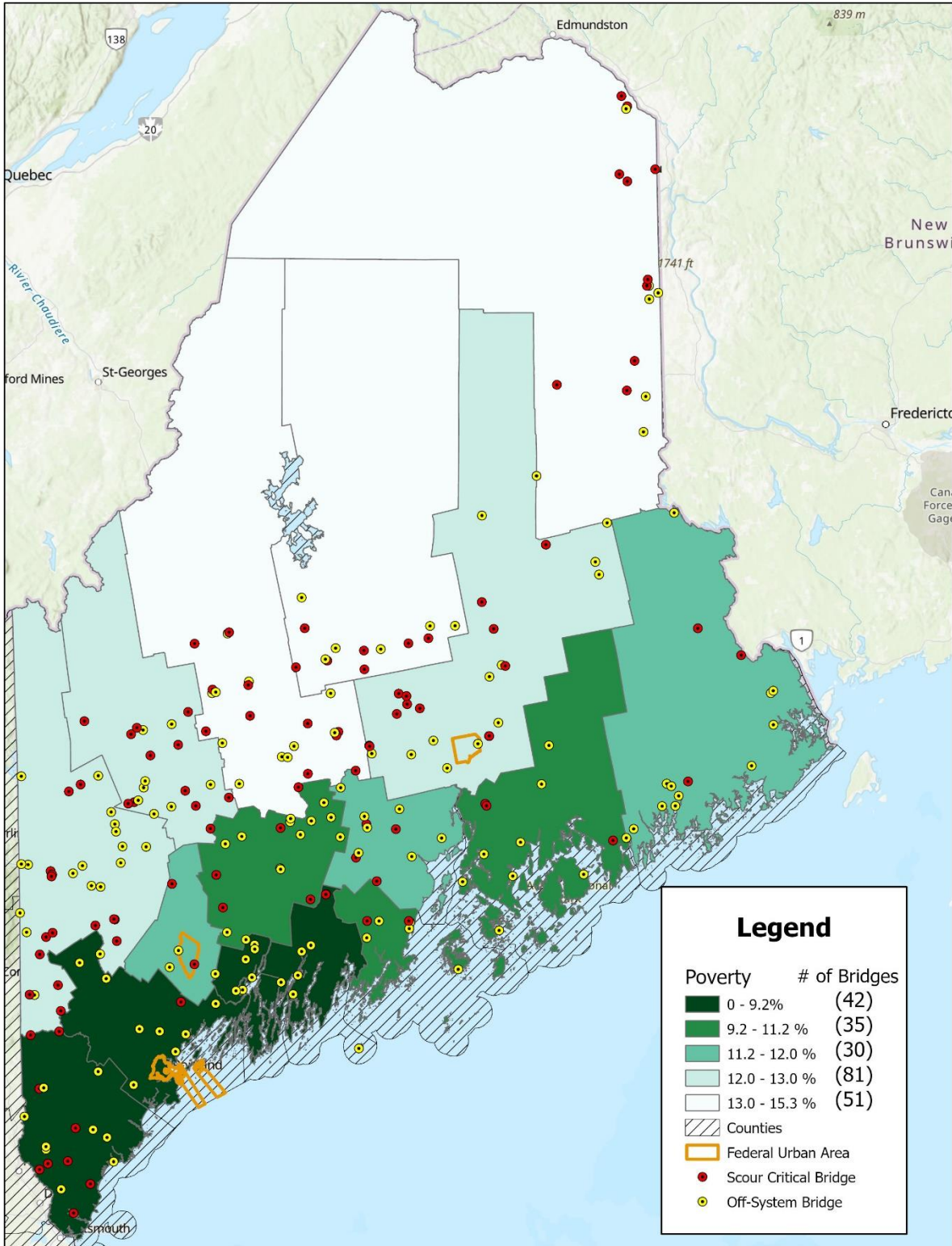
**Planning Priority Considerations:** Does the application support any of the DOT Planning Priority Considerations listed in Section E.2.a of the NOFO? If the application supports one or more of the considerations for the FY22 submissions, describe which consideration(s) it supports and how. In the discussion below, reference to previous sections in which additional information was detailed to support the consideration(s).

This application supports the Planning Priority Considerations by creating an institutionalized program that will include planning, feasibility analyses, and delivery of nearly 80 bridge projects that would subsequently be eligible to apply for assistance under the BIP. In the absence of a BIP Planning grant, MaineDOT will be unable to complete the planning process for a BIP Bridge Projects that will replace, rehabilitate, preserve, or protect off-system bridges in poor and critical condition on the National Bridge Inventory.

With the planning grant, MaineDOT will be able to identify:

- Costs avoided by the prevention of the closure or reduced use of the bridges to be improved by the project;
- Benefits from protection, including improving seismic and scour protection;
- Reductions in maintenance costs;
- Safety benefits, including the reduction of accidents and related costs;
- Person and freight mobility benefits;
- National or regional economic benefits;
- Benefits from long-term resiliency to extreme weather events;
- Environmental benefits;
- Benefits to nonvehicular and public transportation users;
- Benefits from executing the projects as a bundle rather than as separate projects;
- Benefits of using innovative design and construction techniques or innovative technologies; and
- Whether and the extent to which the benefits of the project are more likely than not to outweigh the total project costs.

Attachment 2  
 Maine Off-system Bridges in Poor Condition  
 BIP Planning Grant Application  
 Maine Department of Transportation



Attachment 3  
 II. National Bridge Inventory Data  
 BIP Planning Grant Application  
 Maine Department of Transportation

Item 1	Item 8	Item 5A	Item 3		Item 6	Item 7	Item 16	Item 17	Item 98		Item 99	Item 112	Item 21	Item 22	Item 42		Item 58	Item 59	Item 60	Item 62	Item 49	Item 70	Item 41	Item 113	Item 90	
State Code	State Code Description	Bridge Number	Record Type	County Code	County Name	Feature Intersected	Facility Carried by Structure	Latitude	Longitude	Neighboring State Code	Percent Responsibility	Border Bridge Structure Number	NBIS Bridge Length	Maintainer	Owner	Type of Service on Bridge	Type of Service Under Bridge	Deck Rating	Super-structure Rating	Sub-structure Rating	Culvert Rating	Structure Length	Bridge Posting	Structure Open	Scour Rating	Inspection Date
23	Maine	0053	1	01	Androscoggin	MAINE CENTRAL RR	BRIDGE STREET	44.10278	-70.21682		0.00	n/a	Y	03	03	1	2	7	7	4	N	71.00	5	A	N	4/14/2021
23	Maine	0067	1	07	Franklin	TEMPLE STREAM	RUSSELL MILLS ROAD	44.67284	-70.19499		0.00	n/a	Y	01	01	1	5	7	4	5	N	60.00	0	K	3	1/10/2022
23	Maine	0076	1	01	Androscoggin	MCRR	DANVILLE CORNER RD	44.04276	-70.25947		0.00	n/a	Y	03	03	1	2	5	5	4	N	41.90	5	A	N	12/1/2021
23	Maine	0088	1	01	Androscoggin	NO NAME BROOK	JORDAN RD (TOWN FA	44.05443	-70.13731		0.00	n/a	Y	03	03	1	5	7	8	4	N	35.00	5	A	3	12/14/2020
23	Maine	0149	1	03	Aroostook	S BRANCH MEDUXNEKEAG RIV	McINTYRE ROAD	46.07905	-67.86432		0.00	n/a	Y	01	01	1	5	5	4	3	N	35.00	4	P	8	8/26/2021
23	Maine	0163	1	03	Aroostook	WHITNEY BROOK	TANNERY STREET	46.42583	-67.83901		0.00	n/a	Y	01	01	1	5	4	4	5	N	40.00	4	P	4	6/10/2021
23	Maine	0171	1	09	Hancock	WEST BAY STREAM	TOWN WAY	44.49786	-68.05868		0.00	n/a	Y	03	03	1	5	6	6	2	N	25.00	5	A	2	5/27/2021
23	Maine	0189	1	17	Oxford	COLD RIVER	SHELL POND ROAD	44.22575	-71.00583		0.00	n/a	Y	03	03	1	5	5	6	4	N	63.00	5	P	8	5/11/2021
23	Maine	0192	1	05	Cumberland	CHANDLER BROOK	SWEETSER ROAD	43.91941	-70.20101		0.00	n/a	Y	03	03	1	5	6	7	4	N	30.00	5	A	3	4/27/2021
23	Maine	0209	1	05	Cumberland	PISCATAQUA RIVER	MILL ROAD	43.81353	-70.30373		0.00	n/a	Y	01	01	5	5	4	4	5	N	26.00	4	P	8	4/8/2021
23	Maine	0216	1	05	Cumberland	NONESUCH RIVER	MITCHELL HILL ROAD	43.62115	-70.42743		0.00	n/a	Y	01	01	1	5	N	N	N	3	33.20	5	A	8	11/23/2021
23	Maine	0257	1	05	Cumberland	PLEASANT RIVER	WILLIAM KNIGHT RD	43.82058	-70.40353		0.00	n/a	Y	01	01	1	5	4	6	6	N	26.00	1	P	4	8/9/2021
23	Maine	0317	1	05	Cumberland	STEVENS BROOK	DEPOT STREET TOWN	44.05285	-70.70506		0.00	n/a	Y	03	03	1	5	8	8	4	N	43.00	5	A	5	12/7/2021
23	Maine	0318	1	05	Cumberland	STEVENS BROOK	DEPOT STREET	44.05291	-70.70605		0.00	n/a	Y	01	01	1	5	5	4	4	N	43.00	1	P	3	3/28/2022
23	Maine	0382	1	07	Franklin	W BR CARRABASSET RIVER	HOWARD ROAD	44.90947	-70.26819		0.00	n/a	Y	01	01	1	5	N	N	N	4	56.00	5	A	4	3/24/2021
23	Maine	0394	1	07	Franklin	HOUGHTON BROOK	TEMPLE RD	44.70501	-70.39612		0.00	n/a	Y	03	03	1	5	6	4	7	N	40.00	5	A	7	10/26/2020
23	Maine	0407	1	07	Franklin	MUDDY BROOK	CRYSTAL VALE RD	44.69589	-70.06881		0.00	n/a	Y	03	03	1	5	5	4	5	N	28.00	2	P	4	4/2/2021
23	Maine	0416	1	07	Franklin	WILSON STREAM	WEBSTER ROAD	44.61951	-70.14100		0.00	n/a	Y	01	01	1	5	6	6	6	N	75.00	5	A	3	5/25/2022
23	Maine	0422	1	07	Franklin	SADDLEBACK STREAM	BEECH HILL RD	44.87125	-70.47141		0.00	n/a	Y	03	03	1	5	8	7	5	N	40.00	5	A	3	4/25/2022
23	Maine	0424	1	07	Franklin	SEVEN MILE STREAM	SMITH HILL ROAD	44.58843	-70.34906		0.00	n/a	Y	03	03	1	5	6	4	6	N	43.00	3	P	5	5/13/2022
23	Maine	0432	1	07	Franklin	BOWLEY BROOK	TOWN WAY	44.68155	-70.40321		0.00	n/a	Y	03	03	1	5	7	4	7	N	41.00	5	A	8	10/26/2020
23	Maine	0452	1	09	Hancock	CROMWELL BROOK	LEDGELAWN AVE EXT	44.37829	-68.20677		0.00	n/a	Y	01	01	1	5	6	6	4	N	42.00	5	E	8	12/18/2020
23	Maine	0484	1	21	Piscataquis	PISCATAQUIS RIVER	TRESTLE ROAD	45.26725	-68.84428		0.00	n/a	Y	01	01	1	5	6	4	4	N	607.00	5	A	8	6/17/2021
23	Maine	0487	1	11	Kennebec	WILSON STREAM	WAGGON ROAD	44.25814	-69.99938		0.00	n/a	Y	01	01	1	5	5	5	4	N	51.00	5	A	3	7/27/2021

Attachment 3  
 II. National Bridge Inventory Data  
 BIP Planning Grant Application  
 Maine Department of Transportation

Item 1	Item 8	Item 5A	Item 3		Item 6	Item 7	Item 16	Item 17	Item 98		Item 99	Item 112	Item 21	Item 22	Item 42		Item 58	Item 59	Item 60	Item 62	Item 49	Item 70	Item 41	Item 113	Item 90	
State Code	State Code Description	Bridge Number	Record Type	County Code	County Name	Feature Intersected	Facility Carried by Structure	Latitude	Longitude	Neighboring State Code	Percent Responsibility	Border Bridge Structure Number	NBIS Bridge Length	Maintainer	Owner	Type of Service on Bridge	Type of Service Under Bridge	Deck Rating	Super-structure Rating	Sub-structure Rating	Culvert Rating	Structure Length	Bridge Posting	Structure Open	Scour Rating	Inspection Date
23	Maine	0495	1	11	Kennebec	MAINE CENTRAL RAILROAD	MARSTON AVENUE	44.57779	-69.66686		0.00	n/a	Y	27	27	1	2	3	4	3	N	30.00	1	P	N	3/30/2022
23	Maine	0509	1	11	Kennebec	WINSLOW STREAM	GARLAND ROAD	44.56995	-69.56357		0.00	n/a	Y	01	01	1	5	N	N	N	4	24.00	5	A	8	3/19/2021
23	Maine	0511	1	11	Kennebec	MILE BROOK	BASSETT ROAD	44.52066	-69.61721		0.00	n/a	Y	01	01	1	5	4	4	4	N	91.00	5	A	8	4/22/2021
23	Maine	0526	1	11	Kennebec	SEVEN MILE STREAM	MILL HILL ROAD	44.40012	-69.71665		0.00	n/a	Y	03	03	1	5	N	N	N	3	33.30	5	A	8	8/6/2021
23	Maine	0561	1	07	Franklin	MCGURDY STREAM	MACE ROAD	44.539	-70.06637		0.00	n/a	Y	01	01	1	5	5	5	5	N	23.00	5	A	3	4/13/2021
23	Maine	0567	1	11	Kennebec	MESSALONSKEE STR	EAST SCHOOL ST	44.54405	-69.71684		0.00	n/a	Y	01	01	1	5	5	4	5	N	87.00	4	P	3	4/14/2021
23	Maine	0589	1	07	Franklin	WEBB RIVER	GOODWIN ROAD	44.63598	-70.42904		0.00	n/a	Y	01	01	1	5	5	6	4	N	73.50	5	A	4	6/2/2021
23	Maine	0611	1	15	Lincoln	DYER BROOK	COUNTY ROAD	44.12639	-69.56137		0.00	n/a	Y	03	03	1	5	4	6	7	N	37.00	4	P	5	9/9/2021
23	Maine	0613	1	15	Lincoln	BACK RIVER (PARSONS CRK)	MILL ROAD	43.95154	-69.64741		0.00	n/a	Y	01	01	1	5	6	4	4	N	39.30	4	P	4	4/19/2022
23	Maine	0614	1	15	Lincoln	MDOT RAILROAD	TRAILS END ROAD	44.01919	-69.62455		0.00	n/a	Y	01	01	1	2	3	6	4	N	82.00	3	P	N	6/6/2022
23	Maine	0627	1	23	Sagadahoc	MONSTWEAG BROOK	OLD STAGE ROAD	43.99384	-69.70764		0.00	n/a	Y	01	01	1	5	5	4	6	N	38.00	0	P	4	1/4/2022
23	Maine	0649	1	17	Oxford	SAWYER BROOK	SAWYER RD	44.66254	-70.77679		0.00	n/a	Y	03	03	1	5	6	5	6	N	38.00	5	A	3	8/10/2020
23	Maine	0652	1	17	Oxford	BEAVER BROOK	HEDGEHOG HILL ROAD	44.68828	-70.71879		0.00	n/a	Y	03	03	1	5	8	7	8	N	40.00	1	P	3	10/8/2020
23	Maine	0676	1	17	Oxford	KENDALL BROOK	IRISH NEIGHBORHOOD	44.37133	-70.74738		0.00	n/a	Y	03	03	1	5	5	4	6	N	29.00	5	A	5	8/12/2020
23	Maine	0679	1	17	Oxford	ALDER RIVER	HOWE HILL ROAD	44.39906	-70.70085		0.00	n/a	Y	01	01	1	5	N	N	N	4	20.20	5	A	8	4/26/2021
23	Maine	0685	1	17	Oxford	CROOKED RIVER	SODOM (BAKER HILL)	44.187	-70.63088		0.00	n/a	Y	01	01	1	5	7	7	6	N	64.00	5	A	3	6/30/2020
23	Maine	0714	1	17	Oxford	SHEPARDS RIVER	OLD COUNTY RD	43.93536	-70.94876		0.00	n/a	Y	01	01	1	5	5	4	2	N	29.00	3	P	3	9/3/2021
23	Maine	0731	1	17	Oxford	KEZAR RIVER	FERN DRIVE	44.14198	-70.87388		0.00	n/a	Y	03	03	1	5	8	8	8	N	35.00	5	A	3	11/12/2020
23	Maine	0744	1	17	Oxford	GREELEY BROOK	TOWN WAY	44.13284	-70.52336		0.00	n/a	Y	03	03	1	5	4	5	4	N	34.00	1	P	3	5/18/2022
23	Maine	0761	1	17	Oxford	PLEASANT RIVER	SMITH ROAD	44.37733	-70.85879		0.00	n/a	Y	03	03	1	5	8	8	8	N	35.00	5	A	3	10/7/2021
23	Maine	0762	1	17	Oxford	W BRANCH PLEASANT RIVER	TYLER ROAD	44.35847	-70.85394		0.00	n/a	Y	02	02	1	5	8	8	6	N	41.00	5	A	3	4/6/2021
23	Maine	0781	1	17	Oxford	SPEARS STREAM	MARY TURNER ROAD	44.47051	-70.50344		0.00	n/a	Y	03	03	1	5	8	4	5	N	55.50	5	P	6	11/9/2021
23	Maine	0786	1	17	Oxford	HANCOCK BK	TOWN WAY TO SAND P	43.87995	-70.79296		0.00	n/a	Y	03	03	1	5	8	8	5	N	42.00	5	A	3	11/2/2020
23	Maine	0788	1	17	Oxford	KEZAR RIVER	GROVER BRIDGE RD	44.1577	-70.84180		0.00	n/a	Y	03	03	1	5	7	5	4	N	24.00	5	A	3	12/1/2020
23	Maine	0798	1	17	Oxford	PENNESSEEWASSEE STREAM	HORNE STREET	44.20968	-70.53470		0.00	n/a	Y	01	01	1	5	7	7	2	N	31.00	5	A	2	3/29/2022

Attachment 3  
 II. National Bridge Inventory Data  
 BIP Planning Grant Application  
 Maine Department of Transportation

Item 1	Item 8	Item 5A	Item 3		Item 6	Item 7	Item 16	Item 17	Item 98		Item 99	Item 112	Item 21	Item 22	Item 42		Item 58	Item 59	Item 60	Item 62	Item 49	Item 70	Item 41	Item 113	Item 90	
State Code	State Code Description	Bridge Number	Record Type	County Code	County Name	Feature Intersected	Facility Carried by Structure	Latitude	Longitude	Neighboring State Code	Percent Responsibility	Border Bridge Structure Number	NBIS Bridge Length	Maintainer	Owner	Type of Service on Bridge	Type of Service Under Bridge	Deck Rating	Super-structure Rating	Sub-structure Rating	Culvert Rating	Structure Length	Bridge Posting	Structure Open	Scour Rating	Inspection Date
23	Maine	0799	1	17	Oxford	PENNESEEWASSEE STREAM	GREEN LEAF AVENUE	44.21094	-70.53933		0.00	n/a	Y	01	01	1	5	7	7	5	N	27.00	5	A	3	3/29/2022
23	Maine	0803	1	17	Oxford	WBRANCH NEZINSCOT RIVER	ANDREWS ROAD	44.41201	-70.51078		0.00	n/a	Y	03	03	1	5	9	4	4	N	32.00	3	P	4	11/13/2020
23	Maine	0827	1	19	Penobscot	KENDUSKEAG STREAM	MILLET ROAD	45.02528	-69.12829		0.00	n/a	Y	03	03	1	5	5	5	2	N	26.00	4	P	2	3/23/2021
23	Maine	0831	1	19	Penobscot	KENDUSKEAG STR	BEACON MILLS RD (T	45.01657	-69.08934		0.00	n/a	Y	03	03	1	5	8	8	7	N	56.00	5	A	3	10/25/2021
23	Maine	0833	1	19	Penobscot	W BR KENDUSKEAG	CRANE ROAD	44.9877	-69.08582		0.00	n/a	Y	03	03	1	5	4	6	2	N	36.00	5	A	2	10/8/2021
23	Maine	0844	1	19	Penobscot	SOUADABSCOOK STRM	GRIST MILL RD	44.80811	-69.06481		0.00	n/a	Y	03	03	1	5	4	5	5	N	31.00	5	A	8	8/9/2021
23	Maine	0909	1	19	Penobscot	MILLINOCKET STREAM	STATE STREET	45.65995	-68.70633		0.00	n/a	Y	01	01	5	5	7	4	5	N	90.60	5	A	8	7/19/2021
23	Maine	0940	1	21	Piscataquis	BLACKSTONE BROOK	MOUNTAIN RD	45.25667	-69.60397		0.00	n/a	Y	02	02	1	5	4	6	4	N	47.50	5	A	3	10/6/2021
23	Maine	0945	1	21	Piscataquis	CARLETON STREAM	COLES CORNER ROAD	45.14181	-69.48867		0.00	n/a	Y	03	03	1	5	6	4	3	N	37.00	4	P	3	5/20/2021
23	Maine	0954	1	21	Piscataquis	ALDER STREAM	TW Desmond Road	45.22276	-68.97874		0.00	n/a	Y	03	03	1	5	5	4	6	N	29.00	4	P	3	4/15/2021
23	Maine	0976	1	23	Sagadahoc	ABAGADASET RIVER	LANGDON RD	44.11125	-69.83923		0.00	n/a	Y	01	01	1	5	N	N	N	4	32.50	5	A	8	10/7/2020
23	Maine	1004	1	17	Oxford	OLD COURSE OF SACO RIVER	HEMLOCK BRIDGE RD	44.07952	-70.90309		0.00	n/a	Y	01	01	1	5	6	5	5	N	133.30	0	P	3	9/16/2021
23	Maine	1029	1	25	Somerset	LEMON BROOK	HALL FARM RD	44.91737	-69.58485		0.00	n/a	Y	03	03	1	5	N	N	N	3	26.00	5	P	3	8/10/2021
23	Maine	1034	1	25	Somerset	INDIAN STREAM	WEBB RIDGE ROAD	44.88838	-69.43066		0.00	n/a	Y	01	01	1	5	7	7	3	N	34.00	4	P	3	8/9/2021
23	Maine	1043	1	25	Somerset	LITTLE ALDER BROOK	TOWN WAY	45.02212	-70.06715		0.00	n/a	Y	02	02	1	5	N	N	N	4	20.00	5	A	8	10/26/2020
23	Maine	1056	1	25	Somerset	HILTON BROOK	4 MILE SQUARE ROAD	44.84468	-70.01249		0.00	n/a	Y	01	01	1	5	4	4	6	N	26.00	5	A	8	11/23/2021
23	Maine	1064	1	25	Somerset	BOG STREAM	OLD SANDY RIVER RD	44.69999	-69.92514		0.00	n/a	Y	03	03	1	5	N	N	N	3	26.90	4	P	8	4/11/2022
23	Maine	1078	1	25	Somerset	POND STREAM	LONG FALLS DAM RD	45.19754	-70.15865		0.00	n/a	Y	01	01	1	5	5	5	5	N	39.00	5	A	3	4/5/2022
23	Maine	1084	1	25	Somerset	COLD BK	STEWART HILL RD	44.79801	-69.71374		0.00	n/a	Y	03	03	1	5	N	N	N	3	24.00	3	P	5	5/6/2021
23	Maine	1097	1	25	Somerset	OVERFLOW BR SEBASTICOOK	WATER ST	44.88529	-69.44922		0.00	n/a	Y	01	01	1	5	4	4	5	N	24.80	2	P	4	10/14/2021
23	Maine	1109	1	27	Waldo	SANDY STREAM	QUIMBY ROAD	44.58716	-69.29874		0.00	n/a	Y	03	03	1	5	4	4	4	N	84.00	0	P	8	7/7/2021
23	Maine	1113	1	27	Waldo	ST. GEORGE RIVER	RIPLEY ROAD	44.35625	-69.23601		0.00	n/a	Y	03	03	1	5	5	6	5	N	43.00	1	P	3	7/21/2021
23	Maine	1123	1	27	Waldo	PASSAGASSAWAKE AG RIVER	SHEPARD ROAD	44.44439	-69.06201		0.00	n/a	Y	01	01	1	5	4	4	7	N	50.00	5	A	8	9/17/2021
23	Maine	1135	1	27	Waldo	MAIN STREAM	GREEN VALLEY ROAD	44.51025	-68.91305		0.00	n/a	Y	03	03	1	5	N	N	N	4	30.50	5	A	8	7/8/2021
23	Maine	1175	1	29	Washington	TUNK STREAM	EAST SIDE RD	44.53821	-67.95485		0.00	n/a	Y	03	03	1	5	6	4	5	N	50.00	0	P	5	7/9/2021

Attachment 3  
 II. National Bridge Inventory Data  
 BIP Planning Grant Application  
 Maine Department of Transportation

Item 1	Item 8	Item 5A	Item 3		Item 6	Item 7	Item 16	Item 17	Item 98		Item 99	Item 112	Item 21	Item 22	Item 42		Item 58	Item 59	Item 60	Item 62	Item 49	Item 70	Item 41	Item 113	Item 90	
State Code	State Code Description	Bridge Number	Record Type	County Code	County Name	Feature Intersected	Facility Carried by Structure	Latitude	Longitude	Neighboring State Code	Percent Responsibility	Border Bridge Structure Number	NBIS Bridge Length	Maintainer	Owner	Type of Service on Bridge	Type of Service Under Bridge	Deck Rating	Super-structure Rating	Sub-structure Rating	Culvert Rating	Structure Length	Bridge Posting	Structure Open	Scour Rating	Inspection Date
23	Maine	1198	1	31	York	LITTLE OSSIPEE RIVER	BALCH MILL RD	43.60086	-70.88976		0.00	n/a	Y	03	03	1	5	8	8	5	N	50.00	5	A	3	12/1/2020
23	Maine	1205	1	31	York	NORTON (DAVIS) BROOK	MANN ROAD	43.60446	-70.86871		0.00	n/a	Y	01	01	1	5	N	N	N	4	32.00	5	A	8	12/1/2020
23	Maine	1216	1	31	York	LITTLE RIVERS	LORD ROAD	43.38465	-70.85078		0.00	n/a	Y	03	03	1	5	5	5	4	N	41.00	4	A	8	5/24/2022
23	Maine	1227	1	31	York	LITTLE RIVER	RIDLON RD	43.31252	-70.88008		0.00	n/a	Y	03	03	1	5	3	4	4	N	44.00	3	K	3	1/27/2022
23	Maine	1234	1	31	York	LITTLE RIVER	DIAMOND HILL RD	43.33444	-70.83998		0.00	n/a	Y	03	03	1	5	4	4	5	N	42.00	2	P	3	11/30/2021
23	Maine	1252	1	31	York	OGUNQUIT RIVER	NORTH VILLAGE ROAD	43.26506	-70.63028		0.00	n/a	Y	01	01	1	5	7	7	6	N	31.00	5	A	3	9/7/2021
23	Maine	1264	1	31	York	MIDDLE BR MOUSAM RIVR	SWETTS BRIDGE RD	43.46311	-70.70821		0.00	n/a	Y	01	01	1	5	6	6	5	N	62.00	5	A	3	7/30/2021
23	Maine	1269	1	31	York	BACK CREEK	PARSONS BEACH ROAD	43.34612	-70.51887		0.00	n/a	Y	01	01	1	5	6	6	4	N	25.00	1	P	7	7/13/2021
23	Maine	1799	1	19	Penobscot	PENOBSCOT RIVER OVERFLOW	ISLAND AVE.	44.87378	-68.67473		0.00	n/a	Y	03	03	1	5	4	4	3	N	108.00	0	K	2	6/3/2021
23	Maine	1800	1	19	Penobscot	PENOBSCOT RIVER OVERFLOW	ISLAND AVENUE	44.8737	-68.67347		0.00	n/a	Y	03	03	1	5	3	4	2	N	359.00	0	K	2	6/3/2021
23	Maine	2035	1	11	Kennebec	BUKER POND OUTLET	OAK HILL ROAD NORT	44.17004	-69.97739		0.00		Y	01	01	1	5	6	6	4	N	28.00	4	P	8	12/14/2021
23	Maine	2065	1	31	York	SALMON FALLS RIVER	MILTON MILLS RD	43.50031	-70.95975	331	50.00	017300770016300	Y	01	01	5	5	4	4	4	N	65.00	2	P	8	12/6/2021
23	Maine	2090	1	25	Somerset	MARTIN STREAM	ROUTE 16	44.94281	-69.87476		0.00	n/a	Y	01	01	1	5	5	5	5	N	36.00	5	A	3	10/5/2020
23	Maine	2102	1	07	Franklin	WILSON (COOS) STREAM	POND ROAD	44.61552	-70.26311		0.00	n/a	Y	01	01	1	5	4	4	3	N	48.00	4	P	8	4/11/2022
23	Maine	2114	1	03	Aroostook	CAPTAIN AMBROSE BEAR STR	BURNT BROW RD	46.20679	-67.91890		0.00	n/a	Y	03	03	1	5	6	5	6	N	54.70	4	P	3	9/21/2021
23	Maine	2159	1	23	Sagadahoc	LITTLE RIVER	BURROUGH RD	44.02125	-70.03281		0.00	n/a	Y	01	01	1	5	4	6	4	N	60.20	5	A	5	10/19/2021
23	Maine	2176	1	17	Oxford	SWIFT RIVER	COOS CANYON RD	44.72077	-70.63133		0.00	n/a	Y	01	01	1	5	4	6	5	N	56.00	3	P	8	10/10/2021
23	Maine	2220	1	07	Franklin	FILLIBOWN BROOK	LANE ROAD	44.65067	-69.97636		0.00	n/a	Y	03	03	1	5	6	6	4	N	29.00	5	A	3	5/2/2022
23	Maine	2259	1	13	Knox	MILL STREAM	PAYSON RD	44.2143	-69.22427		0.00	n/a	Y	03	03	1	5	4	4	5	N	25.70	5	A	8	8/19/2021
23	Maine	2284	1	03	Aroostook	OTTER BROOK	LIMESTONE STREET	46.87271	-67.98504		0.00	n/a	Y	01	01	1	5	N	N	N	4	26.50	5	A	3	10/6/2020
23	Maine	2331	1	03	Aroostook	LITTLE MADAWASKA RV	GRIMES ROAD	46.84678	-67.94410		0.00	n/a	Y	01	01	1	5	5	5	5	N	108.00	5	A	3	10/6/2020
23	Maine	2380	1	11	Kennebec	HOPKINS STREAM	BLAKE HILL ROAD	44.48523	-69.99122		0.00	n/a	Y	01	01	1	5	5	4	3	N	39.00	3	P	4	3/22/2022
23	Maine	2397	1	29	Washington	ST CROIX RIVER	FOREST CITY TWP RD	45.66305	-67.72833	CAN	50.00	F550	Y	01	01	1	5	5	5	4	N	49.00	5	A	4	6/14/2021
23	Maine	2450	1	27	Waldo	MARSH STREAM	LANG HILL HIGHWAY	44.54201	-69.14147		0.00	n/a	Y	01	01	1	5	5	5	5	N	27.00	5	A	3	5/26/2022
23	Maine	2452	1	17	Oxford	LEARY BROOK	NORTH RD	44.39986	-71.00531		0.00	n/a	Y	03	03	1	5	4	4	5	N	36.20	5	A	7	10/22/2020



Attachment 3  
 II. National Bridge Inventory Data  
 BIP Planning Grant Application  
 Maine Department of Transportation

Item 1	Item 8	Item 5A	Item 3		Item 6	Item 7	Item 16	Item 17	Item 98		Item 99	Item 112	Item 21	Item 22	Item 42		Item 58	Item 59	Item 60	Item 62	Item 49	Item 70	Item 41	Item 113	Item 90	
State Code	State Code Description	Bridge Number	Record Type	County Code	County Name	Feature Intersected	Facility Carried by Structure	Latitude	Longitude	Neighboring State Code	Percent Responsibility	Border Bridge Structure Number	NBIS Bridge Length	Maintainer	Owner	Type of Service on Bridge	Type of Service Under Bridge	Deck Rating	Super-structure Rating	Sub-structure Rating	Culvert Rating	Structure Length	Bridge Posting	Structure Open	Scour Rating	Inspection Date
23	Maine	2454	1	11	Kennebec	SEVEN MILE STREAM	CUSHNOC ROAD	44.39673	-69.71464		0.00	n/a	Y	01	01	1	5	5	5	4	N	33.00	4	P	7	12/30/2020
23	Maine	2478	1	29	Washington	HARRINGTON RIVER	OLD RTE 1A TW	44.61779	-67.81155		0.00	n/a	Y	01	01	5	5	4	5	5	N	34.00	3	P	8	9/8/2021
23	Maine	2508	1	11	Kennebec	CARRABASSETT STREAM	RIVER RD	44.68992	-69.62919		0.00	n/a	Y	01	01	1	5	4	4	4	N	54.00	5	A	3	3/18/2021
23	Maine	2520	1	19	Penobscot	MATTASEUNK STREAM	JORDAN MILL RD	45.55469	-68.38211		0.00	n/a	Y	03	03	1	5	4	6	6	N	34.40	5	A	3	6/14/2021
23	Maine	2622	1	01	Androscoggin	MARTIN STREAM	MILL HILL ROAD	44.34015	-70.25395		0.00	n/a	Y	01	01	1	5	5	6	4	N	58.00	0	A	3	8/18/2021
23	Maine	2624	1	11	Kennebec	LOVEJOY POND OUTLET	NORTH POND RD	44.37437	-70.03449		0.00	n/a	Y	01	01	1	5	5	5	5	N	29.00	5	A	3	3/22/2022
23	Maine	2653	1	27	Waldo	SHEEPSCOT RIVER	PEAVEY HILL RD.	44.44007	-69.33983		0.00	n/a	Y	03	03	1	5	7	3	4	N	28.00	0	P	3	6/18/2021
23	Maine	2672	1	25	Somerset	PLEASANT POND STREAM	OLD ROUTE 201	45.23524	-69.99274		0.00	n/a	Y	01	01	5	5	4	4	5	N	23.30	5	A	4	7/20/2021
23	Maine	2674	1	29	Washington	PLEASANT RIVER	MAIN STREET	44.65363	-67.72788		0.00	n/a	Y	01	01	5	5	4	5	5	N	46.60	4	P	8	8/17/2021
23	Maine	2675	1	17	Oxford	W BRANCH PLEASANT RIVER	MEADOW BROOK BRIDG	44.36495	-70.85029		0.00	n/a	Y	02	02	1	5	5	4	2	N	69.30	2	P	2	8/4/2021
23	Maine	2724	1	13	Knox	GOOSE RIVER	PASCALS AVE SA9	44.18745	-69.07403		0.00	n/a	Y	01	01	1	5	4	6	5	N	154.00	5	A	8	10/19/2020
23	Maine	2730	1	19	Penobscot	RUN-AROUND STREAM	PENOBSCOT STREET	45.2556	-68.64901		0.00	n/a	Y	03	03	1	5	4	5	5	N	39.00	4	P	3	7/8/2021
23	Maine	2750	1	31	York	YORK RIVER	SCOTLAND BRIDGE RD	43.16005	-70.70938		0.00	n/a	Y	01	01	1	5	7	7	6	N	101.00	5	A	3	6/29/2021
23	Maine	2761	1	21	Piscataquis	E BRANCH PISCATAQUIS R	UPPER SHIRLEY COR	45.36602	-69.62027		0.00	n/a	Y	01	01	1	5	4	7	5	N	51.60	5	A	8	8/3/2021
23	Maine	2821	1	17	Oxford	BILLY BROOK	WEST MAIN STREET	43.93462	-70.92454		0.00	n/a	Y	01	01	1	5	4	4	6	N	24.30	5	A	8	5/25/2021
23	Maine	2830	1	27	Waldo	SHEEPSCOT RIVER	BURNHAM HILL RD	44.45712	-69.32692		0.00	n/a	Y	01	01	1	5	N	N	N	4	20.00	5	A	8	4/26/2022
23	Maine	2845	1	25	Somerset	AUSTIN STREAM OVERFLOW	OLD CANADA ROAD	45.06531	-69.88271		0.00	n/a	Y	03	03	1	5	5	5	4	N	34.00	5	A	8	10/27/2021
23	Maine	2853	1	03	Aroostook	THREE BROOKS	OLD HOULTON ROAD	46.47355	-67.85022		0.00	n/a	Y	01	01	1	5	6	6	6	N	47.00	5	A	3	10/7/2020
23	Maine	2879	1	21	Piscataquis	PISCATAQUIS RIVER	STAGECOACH ROAD	45.20461	-69.07974		0.00	n/a	Y	01	01	1	5	5	5	5	N	217.70	5	A	3	12/2/2021
23	Maine	2885	1	19	Penobscot	E.BRANCH SEBASTICOOK R.	NORTH STREET	44.83966	-69.27604		0.00	n/a	Y	01	01	5	5	5	6	5	N	71.70	5	A	3	5/26/2022
23	Maine	2919	1	27	Waldo	SANDY STREAM	WEED RD	44.54728	-69.28451		0.00	n/a	Y	03	03	1	5	5	5	4	N	23.80	5	A	8	9/17/2021
23	Maine	2944	1	29	Washington	WHITTEN STREAM	VILLAGE ROAD	44.50628	-67.99227		0.00	n/a	Y	01	01	1	5	5	5	4	N	31.10	5	A	7	3/30/2022
23	Maine	2986	1	19	Penobscot	OLAMON STREAM	MILITARY ROAD	45.12676	-68.60919		0.00	n/a	Y	01	01	1	5	4	4	5	N	41.80	5	A	8	8/19/2021
23	Maine	2996	1	17	Oxford	COLD RIVER	NEW ROAD	44.15743	-70.97077		0.00	n/a	Y	01	01	1	5	5	4	5	N	38.10	5	R	8	7/14/2021
23	Maine	3034	1	19	Penobscot	OLAMON STREAM	EAST RIDGE ROAD	45.12332	-68.59135		0.00	n/a	Y	01	01	1	5	6	6	5	N	33.00	5	A	3	11/22/2021

Attachment 3  
 II. National Bridge Inventory Data  
 BIP Planning Grant Application  
 Maine Department of Transportation

Item 1	Item 8	Item 5A	Item 3		Item 6	Item 7	Item 16	Item 17	Item 98		Item 99	Item 112	Item 21	Item 22	Item 42		Item 58	Item 59	Item 60	Item 62	Item 49	Item 70	Item 41	Item 113	Item 90	
State Code	State Code Description	Bridge Number	Record Type	County Code	County Name	Feature Intersected	Facility Carried by Structure	Latitude	Longitude	Neighboring State Code	Percent Responsibility	Border Bridge Structure Number	NBIS Bridge Length	Maintainer	Owner	Type of Service on Bridge	Type of Service Under Bridge	Deck Rating	Super-structure Rating	Sub-structure Rating	Culvert Rating	Structure Length	Bridge Posting	Structure Open	Scour Rating	Inspection Date
23	Maine	3042	1	25	Somerset	MICHAEL BROOK	SA1	45.03491	-70.06527		0.00	n/a	Y	01	01	1	5	4	4	5	N	40.30	5	A	3	10/21/2021
23	Maine	3043	1	09	Hancock	GOOSE FALLS(TIDAL ESTU)	GOOSE FALLS (BACK)	44.35432	-68.80896		0.00	n/a	Y	01	01	1	5	5	4	5	N	64.30	3	P	8	3/30/2022
23	Maine	3107	1	11	Kennebec	15 MILE STREAM	SOUTH FREEDOM ROAD	44.51341	-69.41896		0.00	n/a	Y	01	01	1	5	6	4	4	N	85.10	4	P	8	4/9/2022
23	Maine	3173	1	13	Knox	MEGUNTICOOK RIVER	RAWSON AVENUE	44.21451	-69.07634		0.00	n/a	Y	01	01	5	5	3	3	2	N	38.00	0	K	2	9/29/2021
23	Maine	3232	1	03	Aroostook	HAMMOND BROOK	MADORE RD	47.11459	-67.93940		0.00	n/a	Y	01	01	1	5	6	6	7	N	39.50	5	A	3	10/7/2020
23	Maine	3236	1	25	Somerset	KENNEBEC RIVER	ROUTE 16	45.05231	-69.88576		0.00	n/a	Y	01	01	1	5	6	6	6	N	461.50	5	A	3	7/20/2021
23	Maine	3244	1	21	Piscataquis	PLEASANT RIVER	PLEASANT STREET	45.26666	-68.97057		0.00	n/a	Y	01	01	1	5	5	4	4	N	304.00	5	A	8	1/20/2022
23	Maine	3283	1	13	Knox	MEGUNTICOOK RIVER	KNOWLTON ST	44.20984	-69.06934		0.00	n/a	Y	01	01	5	5	4	4	6	N	34.00	5	A	8	3/17/2022
23	Maine	3284	1	15	Lincoln	SHEEPSCOT RIVER	DOCK ROAD	44.10405	-69.60697		0.00	n/a	Y	01	01	1	5	4	6	4	N	101.70	4	P	8	5/16/2022
23	Maine	3289	1	29	Washington	HUNTLEY BROOK	IRR DOCK STREET	45.24977	-67.61777		0.00	n/a	Y	01	01	1	5	7	7	7	N	33.00	5	A	3	5/10/2021
23	Maine	3290	1	21	Piscataquis	KINGSBURY STREAM	CAMPBELL RD	45.11744	-69.64642		0.00	n/a	Y	01	01	1	5	6	6	6	N	34.00	4	A	3	10/15/2020
23	Maine	3291	1	25	Somerset	FERGUSON STREAM	DEXTER/CHANDLER HI	45.02564	-69.47065		0.00	n/a	Y	01	01	1	5	4	5	5	N	30.70	5	A	8	11/16/2021
23	Maine	3297	1	09	Hancock	WINSLOW STREAM	ROUTE 175	44.45263	-68.70266		0.00	n/a	Y	01	01	5	5	4	4	5	N	23.60	5	A	4	4/7/2022
23	Maine	3320	1	09	Hancock	WEST BRANCH UNION RIVER	TANNERY LOOP RD	44.83903	-68.37444		0.00	n/a	Y	01	01	1	5	6	4	4	N	54.50	3	P	8	8/10/2021
23	Maine	3321	1	11	Kennebec	SEBASTICOOK RIVER	PLEASANT ST (SA4)	44.63545	-69.50121		0.00	n/a	Y	01	01	5	5	5	5	4	N	190.00	5	R	8	5/11/2021
23	Maine	3322	1	29	Washington	PLEASANT RIVER	TW	44.68868	-67.76404		0.00	n/a	Y	01	01	1	5	5	6	4	N	77.80	5	A	8	8/9/2021
23	Maine	3324	1	29	Washington	PLEASANT RIVER	SACO RD	44.69763	-67.78694		0.00	n/a	Y	03	03	1	5	4	6	4	N	66.10	5	A	8	8/17/2021
23	Maine	3332	1	29	Washington	CRANBERRY CREEK	Station Rd	45.02198	-67.24394		0.00	n/a	Y	01	01	1	5	N	N	N	3	30.00	4	P	8	8/16/2021
23	Maine	3340	1	31	York	SACO RIVER	WEST BUXTON ROAD	43.66628	-70.60300		0.00	n/a	Y	01	01	5	5	5	4	5	N	607.00	4	P	8	9/21/2021
23	Maine	3345	1	05	Cumberland	CROOKED RIVER	SCRIBNERS MILLS RD	44.08559	-70.60459		0.00	n/a	Y	03	03	1	5	4	3	3	N	112.00	2	P	8	4/18/2022
23	Maine	3347	1	05	Cumberland	CROOKED RIVER	EDES FALLS RD	43.99814	-70.57216		0.00	n/a	Y	01	01	1	5	4	6	5	N	73.90	5	A	8	6/15/2021
23	Maine	3359	1	19	Penobscot	BLACK STREAM (OVERFLOW)	LAKE ROAD	44.85779	-68.95400		0.00	n/a	Y	01	01	1	5	N	N	N	4	28.00	5	A	8	3/22/2021
23	Maine	3366	1	19	Penobscot	SOUADABSCOOK STR	MANNING MILLS RD	44.75981	-68.88515		0.00	n/a	Y	03	03	1	5	5	4	3	N	67.00	4	P	8	11/4/2021
23	Maine	3373	1	19	Penobscot	FRENCH STREAM	STETSON RD	44.95285	-69.13773		0.00	n/a	Y	01	01	1	5	5	6	5	N	39.60	5	A	3	10/26/2021
23	Maine	3374	1	07	Franklin	ALDER STREAM	W KINGFIELD RD	44.95395	-70.18640		0.00	n/a	Y	01	01	1	5	6	6	6	N	29.50	5	A	3	11/12/2020

Attachment 3  
 II. National Bridge Inventory Data  
 BIP Planning Grant Application  
 Maine Department of Transportation

Item 1	Item 8	Item 5A	Item 3		Item 6	Item 7	Item 16	Item 17	Item 98		Item 99	Item 112	Item 21	Item 22	Item 42		Item 58	Item 59	Item 60	Item 62	Item 49	Item 70	Item 41	Item 113	Item 90	
State Code	State Code Description	Bridge Number	Record Type	County Code	County Name	Feature Intersected	Facility Carried by Structure	Latitude	Longitude	Neighboring State Code	Percent Responsibility	Border Bridge Structure Number	NBIS Bridge Length	Maintainer	Owner	Type of Service on Bridge	Type of Service Under Bridge	Deck Rating	Super-structure Rating	Sub-structure Rating	Culvert Rating	Structure Length	Bridge Posting	Structure Open	Scour Rating	Inspection Date
23	Maine	3380	1	17	Oxford	TWITCHEL (MORGAN) BROOK	TWITCHELL POND RD	44.32833	-70.65415		0.00	n/a	Y	01	01	1	5	4	5	6	N	26.00	5	A	4	11/16/2021
23	Maine	3382	1	17	Oxford	LITTLE ANDROSCOGGIN RIV	ROUTE 219	44.32505	-70.60856		0.00	n/a	Y	01	01	1	5	4	6	6	N	56.00	3	A	8	4/26/2021
23	Maine	3385	1	25	Somerset	LEMON STREAM	TANNERY RD	44.88591	-70.09579		0.00	n/a	Y	03	03	1	5	6	4	5	N	37.50	2	P	3	4/29/2022
23	Maine	3391	1	07	Franklin	WHINSHIP (CONANT) STREAM	REEDS MILL ROAD	44.89447	-70.44248		0.00	n/a	Y	01	01	1	5	5	5	6	N	34.70	5	A	3	5/26/2022
23	Maine	3419	1	21	Piscataquis	KINGSBURY STREAM	COLES CORNER RD	45.14686	-69.49808		0.00	n/a	Y	03	03	1	5	5	5	4	N	94.00	5	A	8	5/4/2021
23	Maine	3420	1	25	Somerset	WESSERUNSETT STREAM	HUFF ROAD	44.8362	-69.65282		0.00	n/a	Y	01	01	1	5	5	5	4	N	84.50	5	A	8	11/23/2021
23	Maine	3425	1	07	Franklin	WEBB RIVER	BERRY MILLS ROAD	44.629	-70.44941		0.00	n/a	Y	01	01	1	5	5	5	5	N	70.00	5	A	3	7/15/2021
23	Maine	3432	1	23	Sagadahoc	ABAGADASSET RIVER	BROWNS POINT ROAD	44.01024	-69.85172		0.00	n/a	Y	01	01	1	5	5	4	5	N	93.20	3	P	5	10/19/2021
23	Maine	3435	1	25	Somerset	SEBASTICOOK RIVER	PELTOMA AVE(PITTS)	44.75016	-69.34324		0.00	n/a	Y	01	01	1	5	6	7	7	N	264.50	5	A	3	10/1/2020
23	Maine	3450	1	17	Oxford	WORTHLEY BROOK	EAST SHORE RD	44.47078	-70.38571		0.00	n/a	Y	01	01	1	5	4	4	5	N	23.80	5	A	5	3/31/2022
23	Maine	3507	1	21	Piscataquis	PISCATAQUIS RIVER	BACK ROAD	45.18654	-69.44706		0.00	n/a	Y	01	01	1	5	6	5	4	N	100.80	3	P	8	9/28/2020
23	Maine	3511	1	09	Hancock	TANNERY BROOK	SA 3 RTE 181	44.70109	-68.41294		0.00	n/a	Y	01	01	1	5	4	4	5	N	25.90	4	P	7	3/24/2021
23	Maine	3593	1	31	York	CARLISLE BROOK	WALKER RD	43.45881	-70.62237		0.00	n/a	Y	01	01	1	5	4	4	5	N	28.70	5	A	8	11/5/2020
23	Maine	3605	1	19	Penobscot	MARTIN STREAM	RIDGE ROAD	44.81114	-69.26282		0.00	n/a	Y	01	01	1	5	4	6	6	N	85.00	5	A	8	7/26/2021
23	Maine	3622	1	29	Washington	MILL STREAM	CENTERVILLE RD	44.70456	-67.67976		0.00	n/a	Y	02	02	1	5	N	N	N	4	26.40	5	A	3	3/29/2021
23	Maine	3696	1	09	Hancock	OCEANVILLE THOROUGHFARE	OCEANVILLE ROAD	44.18034	-68.62845		0.00	n/a	Y	01	01	1	5	4	5	4	N	43.00	5	D	8	10/8/2020
23	Maine	3718	1	29	Washington	W BR PLEASANT RIVER	RIDGE ROAD	44.61805	-67.74538		0.00	n/a	Y	01	01	1	5	N	N	N	3	39.00	5	A	8	11/8/2021
23	Maine	3735	1	19	Penobscot	HEMLOCK STREAM	ROUTE 116	45.08528	-68.67156		0.00	n/a	Y	01	01	1	5	4	4	5	N	28.00	5	A	8	5/12/2021
23	Maine	3741	1	09	Hancock	MEADOW BROOK	ROUTE 176	44.49432	-68.52016		0.00	n/a	Y	01	01	1	5	4	4	6	N	27.30	5	A	8	10/21/2020
23	Maine	3784	1	13	Knox	FULLER BROOK	WESTERN ROAD	44.15416	-69.28478		0.00	n/a	Y	01	01	1	5	N	N	N	4	45.30	5	A	8	11/10/2021
23	Maine	3787	1	29	Washington	ROUND POND OUTLET	CHARLOTTE ROAD	45.01404	-67.25626		0.00	n/a	Y	01	01	1	5	4	4	4	N	34.00	5	A	8	4/20/2021
23	Maine	3805	1	27	Waldo	GREAT FARM BROOK	VILLAGE ROAD	44.61348	-69.12387		0.00	n/a	Y	01	01	1	5	4	4	5	N	23.90	5	A	8	10/4/2021
23	Maine	3808	1	19	Penobscot	MATTAGODUS STREAM	TUCKER RIDGE ROAD	45.49178	-68.13192		0.00	n/a	Y	03	03	1	5	4	4	5	N	27.40	5	A	8	5/24/2021
23	Maine	3817	1	31	York	OSSIPEE RIVER	RTE 160	43.79122	-70.93883		0.00	n/a	Y	01	01	1	5	5	5	6	N	239.00	5	A	3	12/7/2021
23	Maine	3825	1	23	Sagadahoc	MUDDY RIVER	FORESIDE ROAD	43.96543	-69.89713		0.00	n/a	Y	01	01	1	5	4	5	5	N	106.50	5	A	5	12/8/2021

Attachment 3  
 II. National Bridge Inventory Data  
 BIP Planning Grant Application  
 Maine Department of Transportation

Item 1	Item 8	Item 5A	Item 3		Item 6	Item 7	Item 16	Item 17	Item 98		Item 99	Item 112	Item 21	Item 22	Item 42		Item 58	Item 59	Item 60	Item 62	Item 49	Item 70	Item 41	Item 113	Item 90	
State Code	State Code Description	Bridge Number	Record Type	County Code	County Name	Feature Intersected	Facility Carried by Structure	Latitude	Longitude	Neighboring State Code	Percent Responsibility	Border Bridge Structure Number	NBIS Bridge Length	Maintainer	Owner	Type of Service on Bridge	Type of Service Under Bridge	Deck Rating	Super-structure Rating	Sub-structure Rating	Culvert Rating	Structure Length	Bridge Posting	Structure Open	Scour Rating	Inspection Date
23	Maine	3873	1	21	Piscataquis	SALMON STREAM	ANDREWS RD	45.17863	-69.30397		0.00	n/a	Y	03	03	1	5	5	5	7	N	28.00	4	P	3	9/13/2021
23	Maine	3921	1	25	Somerset	PLEASANT POND STREAM	PLEASANT POND ROAD	45.2397	-69.98528		0.00	n/a	Y	01	01	1	5	4	4	5	N	30.00	5	A	3	7/20/2021
23	Maine	3925	1	11	Kennebec	PLEASANT POND	THOROUGH-FARE ROAD	44.14465	-69.88358		0.00	n/a	Y	01	01	1	5	4	5	6	N	69.70	5	A	8	4/22/2021
23	Maine	3933	1	19	Penobscot	OTTER BROOK	BULLEN STREET	44.92104	-68.62785		0.00	n/a	Y	01	01	1	5	4	7	5	N	87.80	5	A	8	11/2/2021
23	Maine	3952	1	03	Aroostook	PRESTILE STREAM	ROBINSON RD	46.47323	-67.83947		0.00	n/a	Y	01	01	1	5	4	7	6	N	75.70	5	A	8	10/7/2020
23	Maine	3953	1	03	Aroostook	PRESTILE STREAM	PIERCE RD	46.49569	-67.84528		0.00	n/a	Y	01	01	1	5	5	7	6	N	63.10	5	A	3	10/7/2020
23	Maine	3977	1	15	Lincoln	SHEEPSHOT RIVER	ROUTE 105	44.30919	-69.48765		0.00	n/a	Y	01	01	1	5	5	5	6	N	44.40	5	A	3	7/20/2020
23	Maine	5012	1	03	Aroostook	WHITNEY BROOK	BOUNDARY LINE RD.	46.44761	-67.79230		0.00	n/a	Y	01	01	1	5	4	4	6	N	23.80	5	A	8	10/26/2020
23	Maine	5038	1	09	Hancock	TIDAL BASIN	RTE 175 SA 3	44.37391	-68.55932		0.00	n/a	Y	01	01	1	5	4	4	3	N	114.00	4	P	8	4/25/2022
23	Maine	5067	1	03	Aroostook	DAVIS STREAM	ESTABROOK RD	45.9531	-67.87864		0.00	n/a	Y	01	01	1	5	4	6	5	N	106.80	5	A	8	9/14/2021
23	Maine	5084	1	17	Oxford	ANDROSCOGGIN RIVER	BRIDGE STREET	44.39838	-70.97157		0.00	n/a	Y	01	01	5	5	6	4	5	N	184.00	5	A	8	5/11/2021
23	Maine	5087	1	17	Oxford	OSSIPEE RIVER	BRIDGE ST RIVER R	43.80644	-70.79876		0.00	n/a	Y	01	01	1	5	5	5	5	N	161.70	3	P	3	9/30/2021
23	Maine	5094	1	17	Oxford	LOGAN BROOK	SOUTH RUMFORD ROAD	44.52303	-70.53728		0.00	n/a	Y	01	01	1	5	N	N	N	4	29.00	5	A	8	8/5/2021
23	Maine	5105	1	19	Penobscot	MATTAWAMKEAG RIVER	ROUTE 171	45.63051	-68.06994		0.00	n/a	Y	01	01	1	5	4	4	4	N	245.00	5	A	8	8/18/2021
23	Maine	5114	1	19	Penobscot	SEBOEIS STREAM	SEBOEIS ROAD	45.35155	-68.70828		0.00	n/a	Y	01	01	1	5	5	5	5	N	107.30	5	A	3	9/7/2021
23	Maine	5118	1	21	Piscataquis	PISCATAQUIS RIVER	ESSEX STREET	45.18376	-69.21929		0.00	n/a	Y	01	01	5	5	4	4	5	N	234.00	5	A	8	9/28/2020
23	Maine	5123	1	23	Sagadahoc	CATHANCE RIVER	CATHANCE ROAD	43.96185	-69.93003		0.00	n/a	Y	01	01	1	5	4	4	5	N	61.00	5	A	8	12/8/2021
23	Maine	5144	1	27	Waldo	25 MILE STREAM	TROY ROAD	44.68926	-69.41795		0.00	n/a	Y	01	01	1	5	4	5	5	N	77.00	5	A	8	10/21/2021
23	Maine	5170	1	31	York	GREAT WORKS RIVER	BOYLE RD	43.34476	-70.74293		0.00	n/a	Y	01	01	1	5	6	6	5	N	24.80	5	A	3	6/10/2022
23	Maine	5185	1	19	Penobscot	MATTAGODUS STREAM	ROUTE 169	45.44654	-68.11378		0.00	n/a	Y	01	01	1	5	N	N	N	4	36.00	5	A	8	9/15/2020
23	Maine	5189	1	07	Franklin	BEAN BROOK	WEST FREEMAN ROAD	44.83625	-70.23387		0.00	n/a	Y	01	01	1	5	5	5	6	N	34.70	5	A	3	3/31/2022
23	Maine	5229	1	05	Cumberland	ROUTE US 1	EAST MAIN STREET	43.80485	-70.17503		0.00	n/a	Y	01	01	5	1	4	4	5	N	113.40	5	A	N	4/6/2022
23	Maine	5241	1	17	Oxford	CAMBRIDGE RIVER	MILL ROAD	44.71292	-71.01626		0.00	n/a	Y	03	03	1	5	4	6	3	N	43.50	5	P	8	5/16/2022
23	Maine	5247	1	03	Aroostook	S. BR. MEDUX. R.	DREWS LAKE RD	46.10129	-67.96093		0.00	n/a	Y	01	01	1	5	5	5	6	N	24.90	5	A	3	6/2/2021
23	Maine	5270	1	13	Knox	TIDAL FLOW	LANES ISLAND RD	44.04211	-68.83171		0.00	n/a	Y	01	01	1	5	5	5	4	N	111.00	5	A	8	9/29/2021

Attachment 3  
 II. National Bridge Inventory Data  
 BIP Planning Grant Application  
 Maine Department of Transportation

Item 1	Item 8	Item 5A	Item 3		Item 6	Item 7	Item 16	Item 17	Item 98		Item 99	Item 112	Item 21	Item 22	Item 42		Item 58	Item 59	Item 60	Item 62	Item 49	Item 70	Item 41	Item 113	Item 90	
State Code	State Code Description	Bridge Number	Record Type	County Code	County Name	Feature Intersected	Facility Carried by Structure	Latitude	Longitude	Neighboring State Code	Percent Responsibility	Border Bridge Structure Number	NBIS Bridge Length	Maintainer	Owner	Type of Service on Bridge	Type of Service Under Bridge	Deck Rating	Super-structure Rating	Sub-structure Rating	Culvert Rating	Structure Length	Bridge Posting	Structure Open	Scour Rating	Inspection Date
23	Maine	5277	1	19	Penobscot	E BR SEBASTICOOK R	CENTER STREET	44.83728	-69.27350		0.00	n/a	Y	03	03	1	5	6	6	5	N	63.00	5	A	3	9/13/2021
23	Maine	5284	1	29	Washington	DENNYS RIVER	RTE 86 SA 2	44.90081	-67.24709		0.00	n/a	Y	01	01	1	5	4	6	5	N	64.70	5	A	8	10/28/2021
23	Maine	5291	1	03	Aroostook	LIMESTONE STREAM	BLAKE RD	46.88845	-67.79825		0.00	n/a	Y	03	03	1	5	5	5	5	N	28.80	5	A	3	8/5/2021
23	Maine	5309	1	03	Aroostook	VIOLETTE BROOK	CASTONGUAY ROAD	47.15099	-67.96876		0.00	n/a	Y	01	01	1	5	N	N	N	4	26.90	5	A	3	10/28/2020
23	Maine	5410	1	17	Oxford	MOOSE POND OUTLET	ROUTE 160	43.97141	-70.80947		0.00	n/a	Y	01	01	1	5	5	5	5	N	36.00	5	A	3	9/16/2021
23	Maine	5465	1	29	Washington	GARDINER LAKE OUTLET	CHASES MILL RD	44.7561	-67.36054		0.00	n/a	Y	01	01	1	5	4	4	4	N	27.80	5	A	8	6/2/2021
23	Maine	5473	1	15	Lincoln	SHEEPSCOT RIVER	S-VILLE/ COOPERS RD	44.30847	-69.48869		0.00		Y	01	01	1	5	6	6	6	N	44.00	5	A	3	8/17/2020
23	Maine	5494	1	09	Hancock	MOOSEHORN CREEK	N ORLAND RD	44.62525	-68.68882		0.00	n/a	Y	01	01	1	5	5	5	4	N	41.00	5	A	2	11/15/2021
23	Maine	5523	1	25	Somerset	SANDY STREAM	TW	45.02585	-70.04881		0.00	n/a	Y	02	02	1	5	5	4	6	N	75.50	4	P	4	10/1/2020
23	Maine	5533	1	19	Penobscot	KENDUSKEAG STREAM	WEST CORINTH ROAD	44.97281	-69.02212		0.00	n/a	Y	01	01	1	5	5	5	5	N	147.30	5	A	3	5/10/2021
23	Maine	5543	1	11	Kennebec	W BR SHEEPSCOT RIVER	MAXCYS MILLS RD	44.29017	-69.56496		0.00	n/a	Y	01	01	1	5	5	5	5	N	33.30	5	A	3	5/2/2022
23	Maine	5559	1	21	Piscataquis	FRENCH MILLS BROOK	SILVERS MILLS RD	45.11149	-69.30154		0.00	n/a	Y	01	01	1	5	4	4	5	N	26.90	5	A	3	7/13/2021
23	Maine	5583	1	31	York	BOG BROOK	LITTLE RIVER ROAD	43.39495	-70.85138		0.00	n/a	Y	01	01	1	5	N	N	N	4	32.00	5	A	8	10/4/2021
23	Maine	5685	1	05	Cumberland	I-295	DURHAM RD	43.91483	-70.02918		0.00	n/a	Y	01	01	1	1	7	4	5	N	262.40	5	A	N	6/15/2021
23	Maine	5686	1	11	Kennebec	FIFTEEN MILE STREAM	BOG ROAD	44.58307	-69.46511		0.00	n/a	Y	01	01	1	5	4	4	4	N	66.00	0	P	8	12/2/2020
23	Maine	5765	1	27	Waldo	SANDY STREAM	STEVENS ROAD	44.55971	-69.28865		0.00	n/a	Y	01	01	1	5	5	5	6	N	27.00	5	A	3	5/23/2022
23	Maine	5767	1	25	Somerset	INDIAN STREAM	ROUTE 151	44.87506	-69.44090		0.00	n/a	Y	01	01	5	5	6	6	6	N	38.50	5	A	3	10/15/2020
23	Maine	5772	1	07	Franklin	SOUTH BOG STREAM	SOUTH SHORE ROAD	44.91434	-70.70636		0.00	n/a	Y	01	01	1	5	6	6	6	N	56.70	5	A	3	5/9/2022
23	Maine	5792	1	05	Cumberland	INTERSTATE 295	JOHNSON ROAD	43.74228	-70.22422		0.00	n/a	Y	01	01	5	1	4	5	4	N	224.20	5	A	N	2/2/2022
23	Maine	5815	1	11	Kennebec	INTERSTATE 95	RICE RIPS ROAD	44.56614	-69.66932		0.00	n/a	Y	01	01	1	1	4	6	4	N	311.10	5	A	N	12/29/2021
23	Maine	5839	1	29	Washington	WAPSACONHAGAN	MAIN STREET(SA4)	45.15141	-67.40186		0.00	n/a	Y	01	01	5	5	6	6	6	N	26.30	5	A	3	10/27/2020
23	Maine	5912	1	11	Kennebec	LONG POND	CASTLE ISLAND RD	44.51241	-69.90979		0.00	n/a	Y	01	01	1	5	N	N	N	3	34.00	5	A	8	10/28/2021
23	Maine	5929	1	07	Franklin	ORBETON STREAM	REEDS MILL ROAD	44.88677	-70.41129		0.00	n/a	Y	03	03	1	5	5	4	6	N	56.70	5	A	5	5/23/2022
23	Maine	5931	1	17	Oxford	MILL YARD	CONGRESS STREET	44.54971	-70.54374		0.00	n/a	Y	01	01	5	0	4	4	4	N	352.80	5	A	N	11/8/2021
23	Maine	5934	1	19	Penobscot	INTERSTATE 95	CHASE ROAD	44.84606	-68.73054		0.00	n/a	Y	01	01	1	1	4	6	4	N	299.30	5	A	N	12/27/2021

Attachment 3  
 II. National Bridge Inventory Data  
 BIP Planning Grant Application  
 Maine Department of Transportation

Item 1	Item 8	Item 5A	Item 3		Item 6	Item 7	Item 16	Item 17	Item 98		Item 99	Item 112	Item 21	Item 22	Item 42		Item 58	Item 59	Item 60	Item 62	Item 49	Item 70	Item 41	Item 113	Item 90	
State Code	State Code Description	Bridge Number	Record Type	County Code	County Name	Feature Intersected	Facility Carried by Structure	Latitude	Longitude	Neighboring State Code	Percent Responsibility	Border Bridge Structure Number	NBIS Bridge Length	Maintainer	Owner	Type of Service on Bridge	Type of Service Under Bridge	Deck Rating	Super-structure Rating	Sub-structure Rating	Culvert Rating	Structure Length	Bridge Posting	Structure Open	Scour Rating	Inspection Date
23	Maine	5939	1	31	York	KENNEBUNK RIVER	DOWNING ROAD	43.43209	-70.55331		0.00	n/a	Y	01	01	1	5	N	N	N	4	21.90	5	A	8	10/4/2021
23	Maine	5944	1	31	York	GREAT WORKS RIVER	EMERYS BRIDGE ROAD	43.24381	-70.77247		0.00	n/a	Y	01	01	1	5	6	4	6	N	71.00	5	A	4	9/27/2021
23	Maine	6111	1	07	Franklin	VALLEY BROOK	AVON VALLEY RD	44.7966	-70.37199		0.00	n/a	Y	01	01	1	5	7	7	5	N	29.30	5	A	3	5/13/2022
23	Maine	6134	1	13	Knox	ST GEORGE RIVER	FAIRGROUNDS ROAD	44.21432	-69.28319		0.00	n/a	Y	01	01	1	5	8	7	5	N	63.50	5	A	3	12/7/2021
23	Maine	6137	1	07	Franklin	WEBB RIVER	GROVER BRIDGE ROAD	44.62348	-70.47908		0.00	n/a	Y	03	03	1	5	5	5	4	N	75.80	3	P	3	5/13/2022
23	Maine	6138	1	25	Somerset	CARRABASSET STR	RED BRIDGE RD	44.73827	-69.58222		0.00	n/a	Y	03	03	1	5	5	3	2	N	65.00	3	K	2	1/10/2022
23	Maine	6165	1	03	Aroostook	INTERSTATE 95	CASEY ROAD	45.80015	-68.42715		0.00	n/a	Y	01	01	1	1	4	6	6	N	451.00	5	A	N	10/29/2020
23	Maine	6186	1	23	Sagadahoc	ABAGADASSETT RIVER	REED ROAD	44.12709	-69.84046		0.00	n/a	Y	01	01	1	5	N	N	N	3	31.90	0	K	8	9/17/2021
23	Maine	6215	1	25	Somerset	WESSERUNSETT STREAM	NOTCH RD	44.79618	-69.68435		0.00	n/a	Y	03	03	1	5	4	7	6	N	81.00	5	A	8	10/16/2020
23	Maine	6239	1	03	Aroostook	W BR MATTAWAMKEAG RV	SA 1 BATESVILLE AD	46.12433	-68.31944		0.00	n/a	Y	01	01	1	5	6	8	7	N	131.00	5	A	3	6/16/2021
23	Maine	6325	1	17	Oxford	SWIFT RIVER	BLACK BRIDGE RD	44.5925	-70.56305		0.00	n/a	Y	01	01	1	5	4	6	6	N	98.00	5	A	8	10/14/2020
23	Maine	6355	1	09	Hancock	MOSEHORN STREAM	UPPER LONG POND RD	44.63232	-68.69491		0.00	n/a	Y	03	03	1	5	N	N	N	6	30.00	5	A	3	4/5/2021
23	Maine	6366	1	23	Sagadahoc	MALLON BK	DINGLEY RD (NORTH)	44.07453	-69.88353		0.00	n/a	Y	03	03	1	5	N	N	N	3	20.00	4	P	8	10/27/2021
23	Maine	6589	1	15	Lincoln	Dry drainage swale	Mooring Chain Road	43.75961	-69.3215		0.00	n/a	Y	03	03	1	9	5	4	5	N	29.60	2	P	N	1/15/2021
23	Maine	6640	1	03	Aroostook	HAMMOND BROOK	OMAR DUMOND RD	47.10514	-67.94546		0.00	n/a	Y	03	03	1	5	5	5	4	N	42.00	4	P	4	10/21/2021

Attachment 4  
Letters of Support  
BIP Planning Grant Application  
Maine Department of Transportation

**Grant Request Supporters\*:** Due to the significant statewide economic benefits this planning project will have, MaineDOT's BIP Planning Grant request is supported by a diverse group of elected officials and stakeholders. This list of supporters includes:

**Members of Congress:** *(letters will be sent directly to the Secretary's office)*

U.S. Senator Susan Collins (R-ME)  
U.S. Senator Angus King (I-ME)  
U.S. Congressman Jarod Golden (D-ME)  
U.S. Congresswoman Chellie Pingree (D-ME)

**State Elected Officials:** *(letter will be sent directly to the Secretary's office)*

Governor Janet Mills

**Other Organizations:** *(attached)*

Androscoggin Valley Council of Governments  
Associated General Contractors  
Androscoggin Transportation Resource Center  
Bangor Maine Comprehensive Transportation System  
Kennebec Valley Council of Governments  
Maine Municipal Association  
Maine Better Transportation Association  
Maine Motor Transport Association  
Maine State Chamber of Commerce  
Northern Maine Development Commission  
Southern Maine Planning and Development Commission  
Sunrise County Economic Council<sup>#</sup>

\* MaineDOT will post all support letters received at <http://www.mainedot.gov/grants/BIP>

<sup>#</sup> Letter to be sent directly to the Secretary's office. All others attached.



# AGC MAINE

THE CONSTRUCTION ASSOCIATION

June 25, 2022

The Honorable Pete Buttigieg  
US Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

On behalf of the Maine Department of Transportation (MaineDOT), I am writing in support of the Bridge Investment Program Planning Grant Application requesting federal funding for the development of the MaineDOT Off-System Bridge Investment Program.

Since 1951, AGC Maine has been dedicated to ensuring a sound and healthy construction industry and providing the public with an assurance of the skill, responsibility, and integrity of AGC-member firms. We represent the industry across all sectors – from general contractors and subcontractors to suppliers and service providers.

With your assistance, MaineDOT will be able to develop this program to replace off-system local bridges. Highlights of the program include standard designs, innovative materials and construction techniques, and investing in critical connections to underserved rural communities. By creating a more reliable process around replacement of these poor and critical condition structures, both MaineDOT and municipalities will be able to better plan and actively improve the safety and increase travel time reliability for residents, workers and businesses that will benefit greatly from this bridge replacement program. It is MaineDOT's intention to apply for Bridge Program grants in subsequent years for bridge bundle projects identified through this planning program.

Replacement of the bridges can be done through establishing consistent criteria that can be developed in coordination with communities, construction experts, and resource agencies with an eye towards efficiency, innovation, and habitat protection. The vast majority of these bridge structures represent one of a limited number of ways to access rural populations as they serve as the economic lifeblood of their respective regions. Every improvement to these poor and critical condition structures will have a significant benefit for maintaining essential connections, moving goods, services and people across safer and more resilient infrastructure.

AGC Maine supports MaineDOT's initiative in creating a planning process that evaluates off-system bridge replacements through careful consideration of local, regional, and statewide criteria. If successful, this grant funding will create a bridge bundling program that will immediately prioritize nearly a third of the 239 poor and critical condition bridges for replacement over the next four-year work plan, based on future bridge investment program funding opportunities. These replacements will



use innovative technologies and processes while continuing to improve travel networks that are currently underserved.

This Project enjoys strong local and regional support, and your help in making it possible will strengthen what MaineDOT has identified as a priority and significant need. AGC Maine hopes the USDOT will make a grant award to the MaineDOT to further strengthen the impact of decades of significant state and local investments in this important initiative.

Sincerely,

A handwritten signature in cursive script, appearing to read "Tom Nason".

Tom Nason  
AGC Maine Board of Directors, Vice President



July 20, 2022

The Honorable Pete Buttigieg  
US Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

We are writing in support of the Bridge Investment Program Planning Grant Application requesting federal funding for the development of the Maine Department of Transportation (MaineDOT) Off-System Bridge Investment Program.

The Androscoggin Valley Council of Governments (AVCOG), the regional planning agency serving the Western Maine communities of Androscoggin, Franklin, and Oxford Counties and the Androscoggin Transportation Resource Center (ATRC), the Metropolitan Planning Organization serving Lewiston, Auburn, Lisbon and Sabattus, both strongly support MaineDOT's initiative in creating a planning process that evaluates off-system bridge replacements through careful consideration of local, regional, and statewide criteria. If successful, this grant funding will create a bridge bundling program that will immediately prioritize nearly a third of the 239 poor and critical condition bridges for replacement over the next four-year work plan, based on future bridge investment program funding opportunities. These replacements will use innovative technologies and processes while continuing to improve travel networks that are currently underserved. More than 50 of these bridges are located with the Western Maine communities we serve.

The vast majority of these bridge structures represent one of a limited number of ways to access rural populations as they serve as the economic lifeblood of their respective regions. Every improvement to these poor and critical condition structures will have a significant benefit for maintaining essential connections, moving goods, services and people across safer and more resilient infrastructure.

With your assistance, MaineDOT will be able to develop this program to replace off-system local bridges. By creating a more reliable process around replacement of these poor and critical condition structures, both MaineDOT and municipalities will be able to better plan and actively improve the safety and increase travel time reliability for residents, workers and businesses that will benefit greatly from this bridge replacement program. We understand that it is MaineDOT's intention to apply for Bridge Program grants in subsequent years for bridge bundle projects identified through this planning program.

Both AVCOG and ATRC hope the USDOT will make a grant award to the MaineDOT to further strengthen the impact of decades of significant state and local investments in this important initiative.

Sincerely,

Handwritten signature of Amy M. Landry in blue ink.

Amy M. Landry  
Executive Director  
AVCOG

Handwritten signature of Jennifer L. Williams in blue ink.

Jennifer L. Williams, PE  
MPO Director  
ATRC



July 20th, 2022

The Honorable Pete Buttigieg  
US Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Buttigieg,

On behalf of the Maine Department of Transportation (MaineDOT), I am writing in support of the Bridge Investment Program Planning Grant Application requesting federal funding for the development of the MaineDOT Off-System Bridge Investment Program.

With your assistance, MaineDOT will be able to develop this program to replace off-system local bridges. Highlights of the program include standard designs, innovative materials and construction techniques, and investing in critical connections to underserved rural communities. By creating a more reliable process around replacement of these poor and critical condition structures, both MaineDOT and municipalities will be able to better plan and actively improve the safety and increase travel time reliability for residents, workers and businesses that will benefit greatly from this bridge replacement program. MaineDOT intends to apply for Bridge Program grants in subsequent years for bridge bundle projects identified through this planning program.

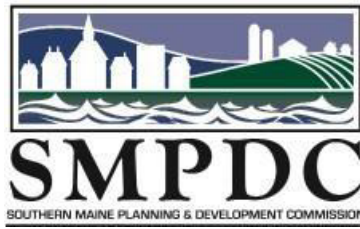
Bangor Area Comprehensive Transportation System (BACTS) supports MaineDOT's initiative in creating a planning process that evaluates off-system bridge replacements through careful consideration of local, regional, and statewide criteria. If successful, this grant funding will create a bridge bundling program that will immediately prioritize nearly a third of the 239 poor and critical condition bridges for replacement over the next four-year work plan, based on future bridge investment program funding opportunities. These replacements will use innovative technologies and processes while continuing to improve travel networks that are currently underserved.

This project has strong local and regional support, and your help in making it possible will strengthen what MaineDOT has identified as a priority and significant need. BACTS hopes the USDOT will make a grant award to MaineDOT to further strengthen the impact of decades of significant state and local investments in this important initiative.

Sincerely,

*Sara Devlin*

Sara Devlin, Executive Director  
Bangor Area Comprehensive Transportation System



*Serving the Municipalities of Southwestern Maine for Over 50 years*

---

July 20, 2022

The Honorable Pete Buttigieg  
US Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

On behalf of Southern Maine Planning and Development Commission (SMPDC), I am writing in support of MaineDOT's application to the Bridge Investment Program Planning Grant, requesting federal funding for the development of the MaineDOT Off-System Bridge Investment Program.

The grant funds will enable MaineDOT to develop a program to replace off-system local bridges. Highlights of the program include standard designs, innovative materials and construction techniques, and investing in critical connections to underserved rural communities. By creating a more reliable process around replacement of these poor and critical condition structures, MaineDOT and municipalities will be able to better plan and actively improve the safety and increase travel time reliability for residents, workers, and businesses. SMPDC also supports MaineDOT's intention to apply for Bridge Program grants in subsequent years for bridge bundle projects identified through this planning program.

Replacement of the bridges can be done through establishing consistent criteria in coordination with communities, construction experts, and resource agencies with an eye towards efficiency, innovation, and habitat protection. Many of these bridge structures represent one of a limited number of access points for rural populations, and serve as the economic lifeblood of their respective regions. Every improvement to these poor and critical condition structures will help improve essential connections, and move goods, services, and people across safer and more resilient infrastructure.

SMPDC supports MaineDOT's initiative to create a planning process that evaluates off-system bridge replacements through careful consideration of local, regional, and statewide criteria. If successful, this grant funding will create a bridge bundling program that will immediately prioritize nearly a third of the 239 poor and critical condition bridges for replacement over the next four-year work plan, based on future bridge investment program funding opportunities. These replacements will use innovative technologies and processes while continuing to improve travel networks that are currently underserved.

This project enjoys strong local and regional support, and addresses a significant priority for the State of Maine. SMPDC hopes the USDOT will make a grant award to the MaineDOT to further strengthen the impact of decades of significant state and local investments in this important initiative.

Sincerely,

Paul Schumacher, Executive Director  
Southern Maine Planning and Development Commission (SMPDC)

July 19, 2022

The Honorable Pete Buttigieg  
US Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

On behalf of the Maine Department of Transportation (MaineDOT), I am writing in support of the Bridge Investment Program Planning Grant Application requesting federal funding for the development of the MaineDOT Off-System Bridge Investment Program.

With your assistance, MaineDOT will be able to develop this program to replace off-system local bridges. Highlights of the program include standard designs, innovative materials and construction techniques, and investing in critical connections to underserved rural communities. By creating a more reliable process around replacement of these poor and critical condition structures, both MaineDOT and municipalities will be able to better plan and actively improve the safety and increase travel time reliability for residents, workers and businesses that will benefit greatly from this bridge replacement program. It is MaineDOT's intention to apply for Bridge Program grants in subsequent years for bridge bundle projects identified through this planning program.

Replacement of the bridges can be done through establishing consistent criteria that can be developed in coordination with communities, construction experts, and resource agencies with an eye towards efficiency, innovation, and habitat protection. The vast majority of these bridge structures represent one of a limited number of ways to access rural populations as they serve as the economic lifblood of their respective regions. Every improvement to these poor and critical condition structures will have a significant benefit for maintaining essential connections, moving goods, services and people across safer and more resilient infrastructure.

We at the Kennebec Valley Council of Governments (KVCOG) support MaineDOT's initiative in creating a planning process that evaluates off-system bridge replacements through careful consideration of local, regional, and statewide criteria. If successful, this grant funding will create a bridge bundling program that will immediately prioritize nearly a third of the 239 poor and critical condition bridges for replacement over the next four-year work plan, based on future bridge investment program funding opportunities. These replacements will use innovative technologies and processes while continuing to improve travel networks that are currently underserved.

This Project enjoys strong local and regional support, and your help in making it possible will strengthen what MaineDOT has identified as a priority and significant need. KVCOG hopes the USDOT will make a grant award to the MaineDOT to further strengthen the impact of decades of significant state and local investments in this important initiative.

Sincerely,

A handwritten signature in blue ink, appearing to read "Matthew Underwood".

Matthew Underwood  
Executive Director  
Kennebec Valley Council of Governments

July 18, 2022

The Honorable Pete Buttigieg  
US Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

On behalf of the Maine Department of Transportation (Maine DOT), I am writing in support of the Bridge Investment Program Planning Grant Application requesting federal funding for the development of the Maine DOT Off-System Bridge Investment Program.

With your assistance, Maine DOT will be able to develop this program to replace off-system local bridges. Highlights of the program include standard designs, innovative materials, and construction techniques, and investing in critical connections to underserved rural communities. By creating a more reliable process around replacement of these poor and critical condition structures, both Maine DOT and municipalities will be able to better plan and actively improve the safety and increase travel time reliability for residents, workers and businesses that will benefit greatly from this bridge replacement program. It is Maine DOT's intention to apply for Bridge Program grants in subsequent years for bridge bundle projects identified through this planning program.

Replacement of the bridges can be done through establishing consistent criteria that can be developed in coordination with communities, construction experts, and resource agencies with an eye towards efficiency, innovation, and habitat protection. Most of these bridge structures represent one of a limited number of ways to access rural populations as they serve as the economic lifeblood of their respective regions. Every improvement to these poor and critical condition structures will have a significant benefit for maintaining essential connections, moving goods, services, and people across safer and more resilient infrastructure.

We The Maine State Chamber of Commerce support Maine DOT's initiative in creating a planning process that evaluates off-system bridge replacements through careful consideration of local, regional, and statewide criteria. If successful, this grant funding will create a bridge bundling program that will immediately prioritize nearly a third of the 239 poor and critical condition bridges for replacement over the next four-year work plan, based on future bridge investment program funding opportunities. These replacements will use innovative technologies and processes while continuing to improve travel networks that are currently underserved.



This Project enjoys strong local and regional support, and your help in making it possible will strengthen what Maine DOT has identified as a priority and significant need. The Maine State Chamber of Commerce hopes the USDOT will make a grant award to the Maine DOT to further strengthen the impact of decades of significant state and local investments in this important initiative.

Sincerely,

A handwritten signature in black ink, appearing to read "Dana F. Connors", with a stylized flourish at the end.

Dana F. Connors  
President/CEO

Dana F. Connors  
President and CEO  
Maine State Chamber of Commerce  
128 State Street, Suite 101  
Augusta, Maine, 04330  
Email: [dana.f.connors@mainechamber.org](mailto:dana.f.connors@mainechamber.org)  
Phone: (207) 623-4568, Ext. 103



July 20, 2022

The Honorable Pete Buttigieg  
US Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**Maine Better  
Transportation  
Association**

146 State Street  
Augusta, Maine 04330

PHONE: 207-622-0526  
FAX: 207-623-2928  
[www.mbtaonline.org](http://www.mbtaonline.org)

Dear Secretary Buttigieg:

Maine Better Transportation Association (MBTA) enthusiastically supports the application submitted by Maine Department of Transportation (MaineDOT) for its Bridge Investment Program Planning Grant. MaineDOT would use the funding for its planned Off-System Bridge Investment Program.

MBTA is a statewide coalition of organizations and individuals representing both the private and public sector, committed to improving the quality of life of Maine citizens through advocating for funding of a multimodal transportation infrastructure system. Members include design companies, municipalities, contractors, rail, bus and marine entities, and the state's major airports.

As a large state with many miles and few people to support our transportation network, Maine needs any assistance we can get to make strategic investments to our multimodal transportation system. MaineDOT would use these grant funds to replace off-system local bridges. Their efforts will include innovative materials and construction techniques, but perhaps the most important goal is to invest in critical connections to underserved rural communities. Like so many states, rural parts of Maine face transportation challenges that make it even more difficult to support community sustainability, economic development, and basic needs, like accessing health care. With the workforce development crisis seen in both the public and private sectors, rural communities are at a greater disadvantage if their bridge connections are not up to par. Employers' efforts to hire skilled workers is exacerbated by the lack of safe and vital connections, and workers are obviously impacted as well.

Our members believe there is always room for improvement in project delivery, and we understand that one of the goals of this grant application is to establish consistent criteria that can be developed with important stakeholders involved. Collaboration across all sectors is critical in planning for the proposed program and must include state agencies, municipalities, planning entities and private sector design engineers and contractors who will deliver the projects. We are encouraged that there is considerable local and regional support for this program and are excited about the benefits Maine citizens will enjoy if these critical structures in rural areas are brought up to date.

All stakeholders to transportation connections are far better served when there is reliability and predictability in the planning and execution of projects. One of MaineDOT's goals through this program is to create a more reliable process to replace poor and critical structures, thereby improving the safety and mobility for

residents, workers, and businesses. If the proposed bridge replacement program is funded and successful, it will benefit drivers of any class or type of vehicle.

To sum, any improvement to rural bridges in Maine will provide significant benefit toward maintaining essential connections, moving goods, services, and people across safer and more resilient infrastructure.

MBTA strongly supports MaineDOT's initiative to not only create an inclusive planning process for critical bridge replacements, but to also secure the funding to make these vital improvements a reality. Please strongly consider the MaineDOT's application, so that Maine can finally make some of the safety and economic investments that have eluded us for so long. Thank you so much for your work on improving transportation for everyone across our great country.

Sincerely,

A handwritten signature in black ink that reads "Maria R. Fuentes". The signature is fluid and cursive, with the first name being the most prominent.

Maria R. Fuentes  
Executive Director  
(207) 622-0526  
[maria@mbtaonline.org](mailto:maria@mbtaonline.org)



Maine Municipal  
Association

60 COMMUNITY DRIVE  
AUGUSTA, MAINE 04330-9486  
(207) 623-8428  
www.memun.org

June 25, 2022

The Honorable Pete Buttigieg  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Buttigieg,

On behalf of the Maine Municipal Association (MMA), I am writing in support of the Maine Department of Transportation's (MaineDOT) Bridge Investment Program Planning Grant application and request for federal funding to create the Off-System Bridge Investment Program necessary to replace deteriorated local bridges.

This grant funding will create a bridge bundling program necessary to prioritize the replacement of nearly one-third of the 239 poor and critical-condition bridges over the next four-year work plan. The development of a program that extends community investment opportunities to municipalities of varying sizes in every corner of Maine is important to MMA, as it supports our mission to represent the interests of our 486 member cities, towns, and plantations.

Federal investment in the program will fund initiatives to create standard designs, use innovative materials and construction techniques, and support critical access points in our underserved rural communities. By creating a more reliable process around the replacement of these structures, both MaineDOT and municipal leaders will be positioned to better plan for needed safety improvements, as well as increase travel time reliability for residents, workers, and businesses to help address state and local workforce attraction and retention challenges.

By establishing consistent criteria developed in coordination with communities, construction experts, and resource agencies, and simultaneously keeping an eye on efficiency, innovation, and habitat protection, the replacement of these bridges also lends support to Maine's climate adaptability, accessibility and equity goals and policies.

Because Maine transports 90% of products via its road and bridge network, this investment is one of the limited ways to access rural populations and promote local level

economic efforts. Every improvement to these poor and critical-condition structures will help maintain essential connections and move goods, services, and people across safer and more resilient infrastructure.

Considering the above-average deterioration in transportation networks that comes with harsh winters and spring thaws and the resulting need for communities statewide to raise \$200 million annually to maintain local roads and bridges, federal infrastructure investments are vitally important to Maine's property taxpayers.

It is for these improved community vitality, public safety, and economic development reasons that MMA strongly urges federal support for MaineDOT's proposed Off-System Bridge Investment Program.

Sincerely,

A handwritten signature in black ink that reads "Catherine M. Conlow". The signature is written in a cursive, flowing style.

Catherine Conlow  
Executive Director  
Maine Municipal Association  
60 Community Drive  
Augusta, ME 04330

1-207-623-8428  
cconlow@memun.org

# MAINE MOTOR TRANSPORT ASSOCIATION

142 Whitten Road

P.O. Box 857

Augusta, Maine 04332-0857

(207) 623-4128 • FAX (207) 623-4096 • [www.mmta.com](http://www.mmta.com)

*"The spokesman for the Maine Trucking Industry"*

July 15, 2022

The Honorable Pete Buttigieg  
US Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to offer Maine Motor Transport Association's support for their Bridge Investment Program Planning Grant Application requesting federal funding for the development of the MaineDOT Off-System Bridge Investment Program. MMTA represents approximately 1,785 member companies whose 32,000 employees make their living in the trucking industry in Maine.

As you can appreciate, MMTA's primary focus is to foster and promote safety. We understand and welcome the improved safety benefits that MaineDOT has identified as it looks to develop this program to replace off-system local bridges. Additionally, it will encourage needed investments in critical infrastructure connecting underserved and rural communities where our members live and work. The vast majority of these bridge structures represent one of a limited number of ways to access rural populations as they serve as the economic lifeblood of their respective regions. Every improvement to these poor and critical condition structures will have a significant benefit for maintaining essential connections, moving goods, services and people across safer and more resilient infrastructure.

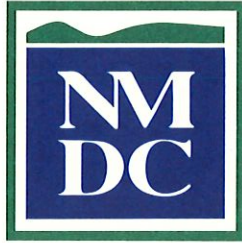
We support MaineDOT's initiative in creating a planning process that evaluates off-system bridge replacements through careful consideration of local, regional, and statewide criteria. If successful, this grant funding will create a bridge bundling program that will immediately prioritize nearly a third of the 239 poor and critical condition bridges for replacement over the next four-year work plan, based on future bridge investment program funding opportunities. These replacements will use innovative technologies and processes while continuing to improve travel networks that are currently underserved.

This project enjoys strong local and regional support, and your help in making it possible will strengthen what MaineDOT has identified as a priority and significant need. MMTA hopes the USDOT will make a grant award to the MaineDOT to further strengthen the impact of decades of significant state and local investments in this important initiative.

Sincerely,



Brian Parke  
President and CEO  
[bparke@mmta.com](mailto:bparke@mmta.com)



## Northern Maine Development Commission

July 20, 2022

The Honorable Pete Buttigieg  
US Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

Northern Maine Development Commission (NMDC) is pleased to support the Maine Department of Transportation's (MaineDOT) Bridge Investment Program Planning Grant Application requesting federal funding for the development of the MaineDOT Off-System Bridge Investment Program.

With your assistance, MaineDOT will be able to develop this program to replace off-system local bridges. Highlights of the program include standard designs, innovative materials and construction techniques, and investing in critical connections to underserved rural communities. By creating a more reliable process around replacement of these poor and critical condition structures, both MaineDOT and municipalities will be able to better plan and actively improve the safety and increase travel time reliability for residents, workers and businesses that will benefit greatly from this bridge replacement program. It is MaineDOT's intention to apply for Bridge Program grants in subsequent years for bridge bundle projects identified through this planning program.

Replacement of the bridges can be done through establishing consistent criteria that can be developed in coordination with communities, construction experts, and resource agencies with an eye towards efficiency, innovation, and habitat protection. The vast majority of these bridge structures represent one of a limited number of ways to access rural populations as they serve as the economic lifeblood of their respective regions. Every improvement to these poor and critical condition structures will have a significant benefit for maintaining essential connections, moving goods, services and people across safer and more resilient infrastructure.

NMDC supports MaineDOT's initiative in creating a planning process that evaluates off-system bridge replacements through careful consideration of local, regional, and statewide criteria. If successful, this grant funding will create a bridge bundling program that will immediately prioritize nearly a third of the 239 poor and critical condition bridges for replacement over the next four-year work plan, based on future bridge investment program funding opportunities. These replacements will use innovative technologies and processes while continuing to improve travel networks that are currently underserved.

This Project enjoys strong local and regional support, and your help in making it possible will strengthen what MaineDOT has identified as a priority and significant need. NMDC hopes the



Equal Opportunity Lender/Agency

[www.nmdc.org](http://www.nmdc.org)

11 West Presque Isle Rd., PO Box 779, Caribou, ME 04736  
Voice: (207) 498-8736, Fax: 1-866-493-1388, TTY: (207) 493-5856

USDOT will make a grant award to the MaineDOT to further strengthen the impact of decades of significant state and local investments in this important initiative.

Sincerely,



Robert P. Clark  
Executive Director