

Grant Programs

Maine Infrastructure Adaptation Fund (MIAF)

MaineDOT administers the Maine Infrastructure Adaptation Fund (MIAF). The purpose of this funding is for municipal, tribal, and infrastructure districts to adapt their critical infrastructure to reduce vulnerability to climate change.

Funding

MIAF was a recommendation within *Maine Won't Wait*, the state's four-year climate action plan. In December 2021, Governor Mills [announced the creation of MIAF](#). Since the creation of the fund, MaineDOT has held three rounds of funding, with a fourth opportunity coming in March 2026, through the National Oceanic and Atmospheric Administration (NOAA) [Climate Resilience Regional Challenge](#). There are no designated funding sources for MIAF, therefore eligible projects, maximum grant awards, etc., can change depending on the funding source. However, the intent of the program, climate resiliency, has stayed the same.

The grant funding cap depends on the funding source/round but has ranged from \$50,000 - \$75,000 for scoping and design projects and between \$125,000 - \$4,000,000 for construction projects. MIAF typically requires a 5% local match share (cash or in-kind) that is raised or appropriated by the entity applying. This program is **reimbursement only**.

Eligible projects

Typically, this program will fund 1) scoping and design 2) construction projects or 3) a combination of scoping, design and construction not to exceed the maximum grant fund amount. Examples of projects funded through this program are:

- Stormwater
- Wastewater
- Drinking water upgrades to meet resilience of the system
- Transportation resilience projects such as raising roads or moving roads inland due to flooding
- Shoreline stabilization

Project eligibility depends on the funding source and will be defined in each specific Request for Applications (RFA).

Future funding opportunities

MaineDOT posted a notice in late December 2025 about the upcoming funding opportunity. The Request For Applications went live on March 30, 2026, and **closes on May 11, 2026, at 11:59pm EST**. To access the Request For Applications, Project Rating Criteria, Resilience Guidelines, Application, Frequently Asked Questions, and grant submittal instructions, please [click here](#).

Inspector: Perry,Randy
Inspection Date: 08/16/2024

Structure Number: 5469
Facility Carried: RIDGE RD

Highway Bridge Inspection Report

Inspection Type(s): Routine

Bridge Name: STONE

Town: Bowdoinham



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National Bridge Inventory

Status: 0 - ND

Bridge Name: STONE

Sufficiency Rating: 86.5

Inspections

(90) INSPECTION DATE	& (91) DESIGNATED INSPECTION FREQUENCY	24	08/16/2024
(92) CRITICAL FEATURE INSPECTION	& (93) CFI DATE		
(92A) FRACTURE CRITICAL DETAIL		N	
(92B) UNDERWATER INSPECTION		N	
(92C) OTHER SPECIAL INSPECTION		N	

Identification

(1) STATE CODE	231 - Maine
(8) STRUCTURE NUMBER	5469
(5) INVENTORY ROUTE	
(5A) RECORD TYPE	1: Route carried "on" the structure
(5B) ROUTE SIGNING PREFIX	5 - CITY STREET
(5C) DESIGNATED LEVEL OF SERVICE	0 - None
(5) INVENTORY ROUTE	0
(5) INVENTORY ROUTE	0 - NOT APPLICABLE
(2) HIGHWAY AGENCY DISTRICT	02 - Mid-Coast
(3) COUNTY CODE	023 Sagadahoc
(4) PLACE CODE	06365
(6) FEATURES INTERSECTED	BRANCH STREAM
(7) FACILITY CARRIED	RIDGE RD
(9) LOCATION	1.8 MI N JCT 24
(11) MILEPOINT	1.870
(12) BASE HIGHWAY NETWORK	Inventory Route is not on the Base Network
(13) LRS INVENTORY ROUTE, SUBROUTE	
(13A) LRS INVENTORY ROUTE	0002300323
(13B) SUBROUTE NUMBER	00
(16) LATITUDE	44.03438
(17) LONGITUDE	-69.88371
(98A) BORDER BRIDGE CODE	
(98B) PERCENT RESPONSIBILITY	0
(99) BORDER BRIDGE STRUCT NO.	n/a

Structure Type and Material

(43) STRUCTURE TYPE, MAIN	
(43A) KIND OF MATERIAL/DESIGN	3 - Steel
(43B) TYPE OF DESIGN/CONSTR	19 - Culvert (includes frame culverts)
(44) STRUCTURE TYPE, APPROACH SPANS	
(44A) KIND OF MATERIAL/DESIGN	0 - Other
(44B) TYPE OF DESIGN/CONSTRUCTION	00 - Other
(45) NUMBER OF SPANS IN MAIN UNIT	1
(46) NUMBER OF APPROACH SPANS	0
(107) DECK STRUCTURE TYPE	N - Not Applicable
(108) WEARING SURFACE/PROTECTIVE SYSTEMS	
(108A) WEARING SURFACE	N - NA
(108B) DECK MEMBRANE	N - NA
(108C) DECK PROTECTION	N - NA

Age of Service

(27) YEAR BUILT	1955
(106) YEAR RECONSTRUCTED	0
(42) TYPE OF SERVICE	
(42A) TYPE OF SERVICE ON BRIDGE	1 - Highway
(42B) TYPE OF SERVICE UNDER BRIDGE	5 - Waterway
(28) LANES	
(28A) LANES ON THE STRUCTURE	02
(28B) LANES UNDER THE STRUCTURE	00

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(29) AVERAGE DAILY TRAFFIC	515
(30) YEAR OF AVERAGE DAILY TRAFFIC	2016
(109) AVERAGE DAILY TRUCK TRAFFIC	5
(19) BYPASS DETOUR LENGTH	2

Geometric Data

(48) LENGTH OF MAXIMUM SPAN (ft.)	14.0
(49) STRUCTURE LENGTH (ft.)	18.3
(50) CURB/SIDEWALK WIDTHS	
(50A) LEFT CURB SIDEWALK (ft.)	0
(50B) RIGHT CURB SIDEWALK (ft.)	0
(51) BRDG RDWY WIDTH CURB-TO-CURB (ft.)	0
(52) DECK WIDTH, OUT-TO-OUT (ft.)	0
(32) APPROACH ROADWAY WIDTH (ft.)	27.0
(33) BRIDGE MEDIAN	0 - No median
(34) SKEW (deg.)	40
(35) STRUCTURE FLARED	0 - No flare
(10) INV RTE, MIN VERT CLEARANCE (ft.)	328.05
(47) TOTAL HORIZONTAL CLEARANCE (ft.)	27.0
(53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY (ft.)	327.76
(54) MIN VERTICAL UNDERCLEARANCE	
(54A) REFERENCE FEATURE	N - Feature not a highway or railroad
(54B) MIN VERTICAL UNDERCLEARANCE (ft.)	0
(55) MIN LATERAL UNDER CLEARANCE RIGHT	
(55A) REFERENCE FEATURE	N - Feature not a highway or railroad
(55B) MIN LATERAL UNDER CLEARANCE RIGHT (ft.)	327.76
(56) MIN LATERAL UNDER CLEARANCE (ft.)	99.9

Classification

(112) NBIS BRIDGE LENGTH	No
(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE	0 - Structure/Route is NOT on NHS
(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE	09 - Rural - Local
(100) STRAHNET HIGHWAY DESIGNATION	Not a STRAHNET route
(101) PARALLEL STRUCTURE DESIGNATION	N - No parallel structure
(102) DIRECTION OF TRAFFIC	2-way traffic
(103) TEMP STRUCTURE	
(105) FEDERAL LANDS HIGHWAYS	Not Applicable
(110) DESIGNATED NATIONAL NETWORK	Inventory route not on network
(20) TOLL	3 - On Free Road
(21) MAINTENANCE RESPONSIBILITY	03 - Town or Township Highway Agency
(22) OWNER	03 - Town or Township Highway Agency
(37) HISTORICAL SIGNIFICANCE	5 - Not eligible

Condition

(58) DECK	N - Not Applicable
(59) SUPERSTRUCTURE	N - Not Applicable
(60) SUBSTRUCTURE	N - Not Applicable
(61) CHANNEL & CHANNEL PROTECTION	8 - Banks are protected
(62) CULVERT	5 - Moderate to major deterioration

Load Rating and Posting

(31) DESIGN LOAD	4 - H 20
(63) METHOD USED TO DETERMINE OPERATING RATING	2 - Allowable Stress (AS)
(64) OPERATING RATING	49
(65) METHOD USED TO DETERMINE INVENTORY RATING	2 - Allowable Stress (AS)
(66) INVENTORY RATING	32.7
(70) BRIDGE POSTING	5 - Equal to or above legal loads
(41) STRUCTURE OPEN/POSTED/CLOSED	A - Open

Appraisal

(67) STRUCTURAL EVALUATION	5
(68) DECK GEOMETRY	N

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(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL	N
(71) WATERWAY ADEQUACY	8 - Bridge Above Approaches
(72) APPROACH ROADWAY ALIGNMENT	7 - Better than present minimum criteria
(36) TRAFFIC SAFETY FEATURE	
36A) BRIDGE RAILINGS:	N - NA/Safety feature not required
36B) TRANSITIONS:	N - NA/Safety feature not required
36C) APPROACH GUARDRAIL	0 - Does not meet acceptable standards/safety feature is required
36D) APPROACH GUARDRAIL ENDS	0 - Does not meet acceptable standards/safety feature is required
(113) SCOUR CRITICAL BRIDGES	8 - Stable for scour conditions

Proposed Improvements

(75) TYPE OF WORK	
(75A) TYPE OF WORK PROPOSED	
(75B) WORK DONE BY	
(76) LENGTH OF STRUCTURE IMPROVEMENT (ft.)	
(94) BRIDGE IMPROVEMENT COST (\$K)	
(95) ROADWAY IMPROVEMENT COST (\$K)	
(96) TOTAL PROJECT COST	
(97) YEAR OF IMPROVEMENT COST ESTIMATE	
(114) FUTURE ADT	824
(115) YEAR OF FUTURE ADT	2036

Navigation Data

(38) NAVIGATION CONTROL	0 - No navigation control on waterway (bridge permit not required)
(111) PIER OR ABUTMENT PROTECTION	
(39) NAV VERT CLEARANCE	0
(116) MIN NAVIGATION VERT CLEARANCE, VERT LIFT BRIDGE	0
(40) NAV HORIZONTAL CLEARANCE	0

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Inspection Notes

Structure Number: 5469

Town: Bowdoinham

Structure Name: STONE

Structure Notes

1955 ~ 14' Single span steel bolted structural plate arch on concrete footings. Top Plate Thickness = 0.168"

Wearing Surface

Deck

NBI Item 58: N

Superstructure

NBI Item 59: N

Substructure

NBI Item 60: N

Culvert

NBI Item 62: 5

Rusting on bottom of north arch 6" up for almost complete length.
Scattered heavy rusting on north side fasteners.
North side footing has 12' of deep spalling on the east end and one smaller area near the center.
Concrete head walls and wings have moderate cracks with efflo.

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Scattered areas of cracking and scaling on the south footing.
North east rock retaining wall has large voids and is settled forward at top.

Channel

NBI Item 61: 8

Large pool on upstream end flows into large ledge rocks and flows mostly along the south side.

Other

Erosion on East side of roadway above culvert is causing cracking and settlement in bituminous.
Guardrails have scattered minor impact damage and East side is pushed back and leaning away from roadway.
No bridge number sign.

Special Inspection

Monitoring

Pontis Notes

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Highway Bridge Inspection Report

Pictures



PHOTO 1
Description



PHOTO 2
Description

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Highway Bridge Inspection Report

Pictures



PHOTO 3
Description

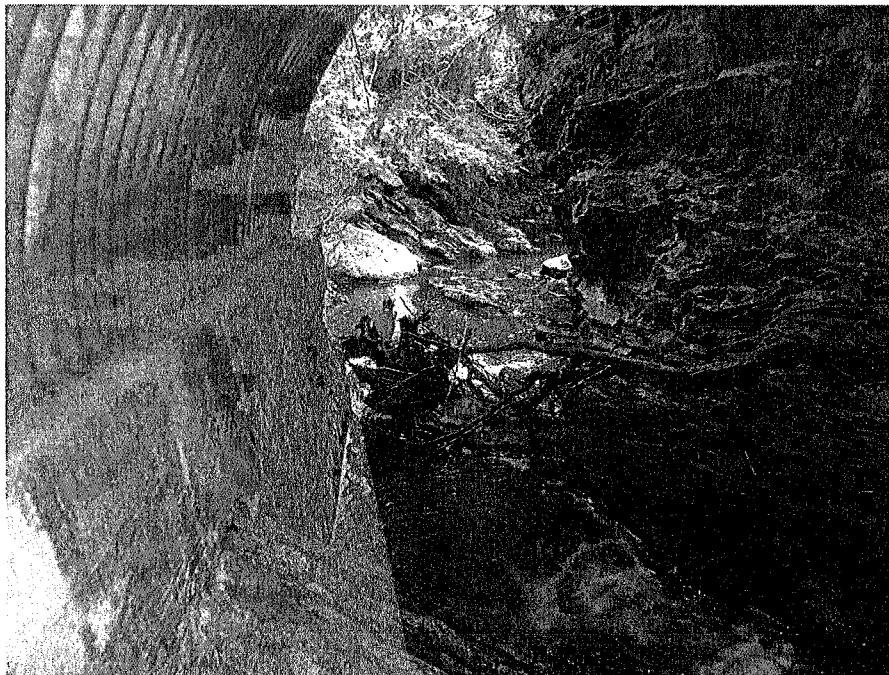


PHOTO 4
Description

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Highway Bridge Inspection Report

Pictures



PHOTO 5
Description



PHOTO 6
Description

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Highway Bridge Inspection Report

Pictures

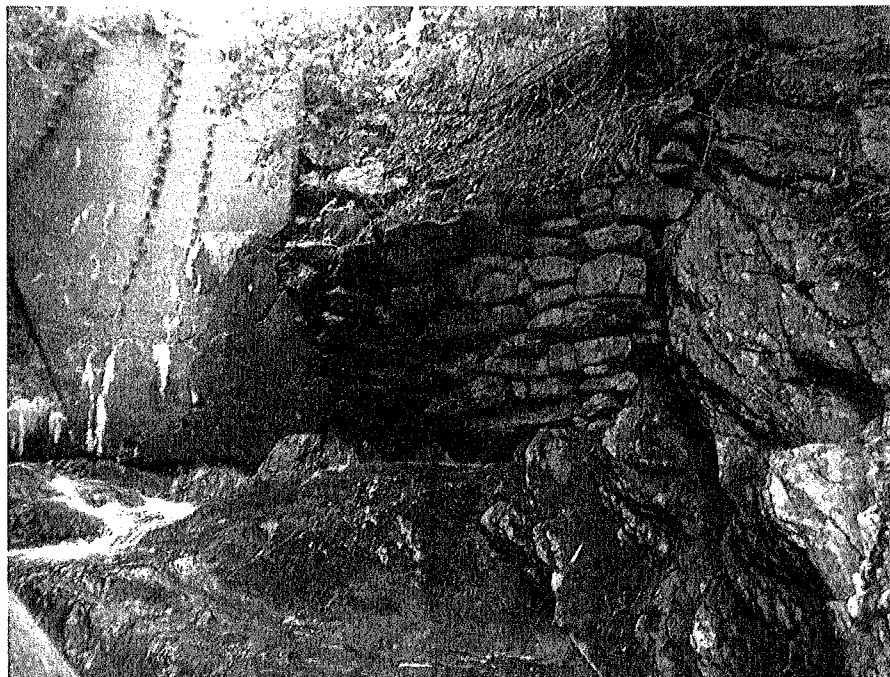


PHOTO 7
Description

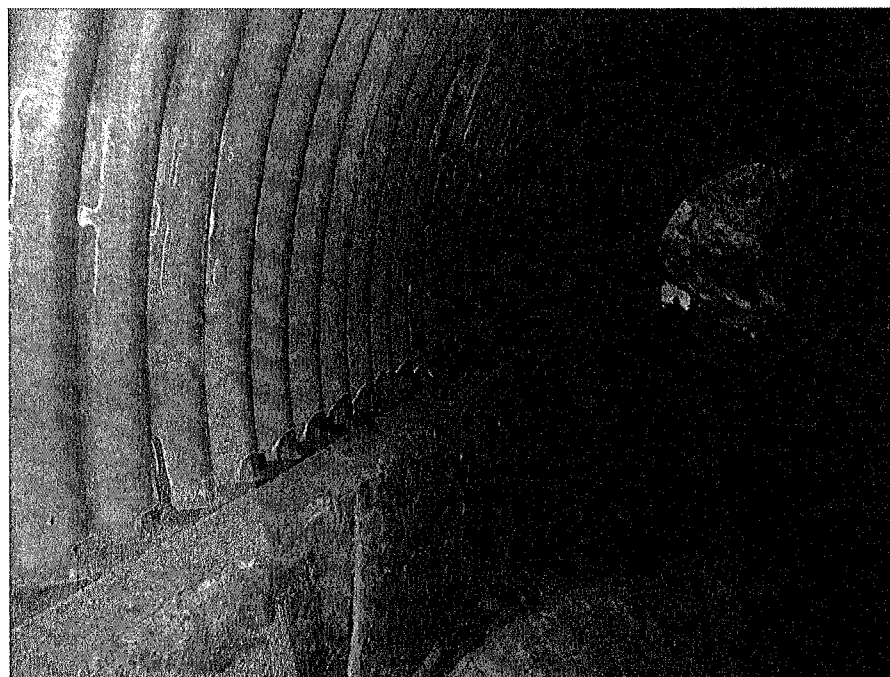


PHOTO 8
Description

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Pictures



PHOTO 9
Description

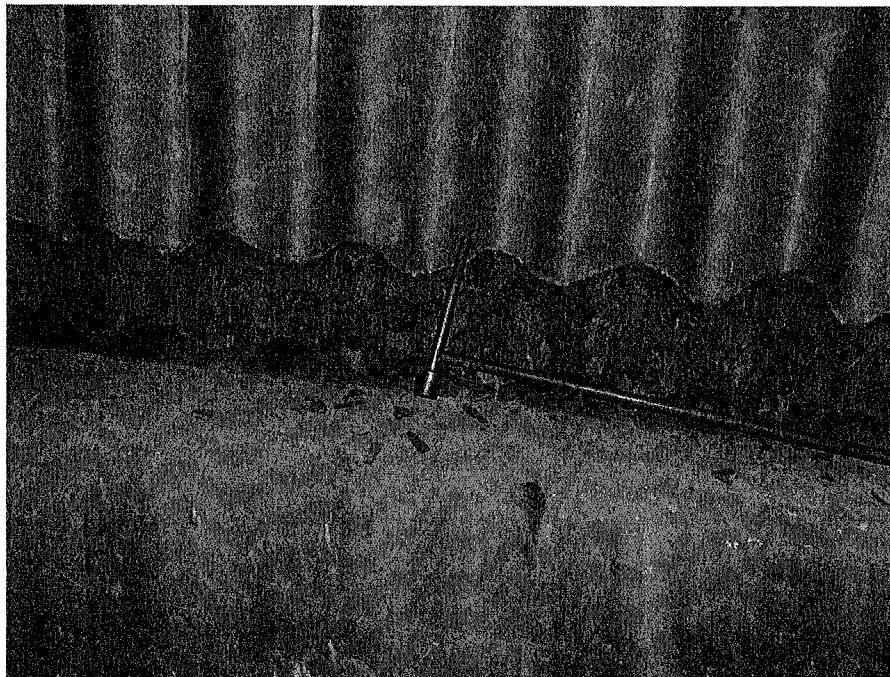


PHOTO 10
Description

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Pictures



PHOTO 11
Description



PHOTO 12
Description

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Pictures



PHOTO 13

Description



PHOTO 14

Description

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Pictures

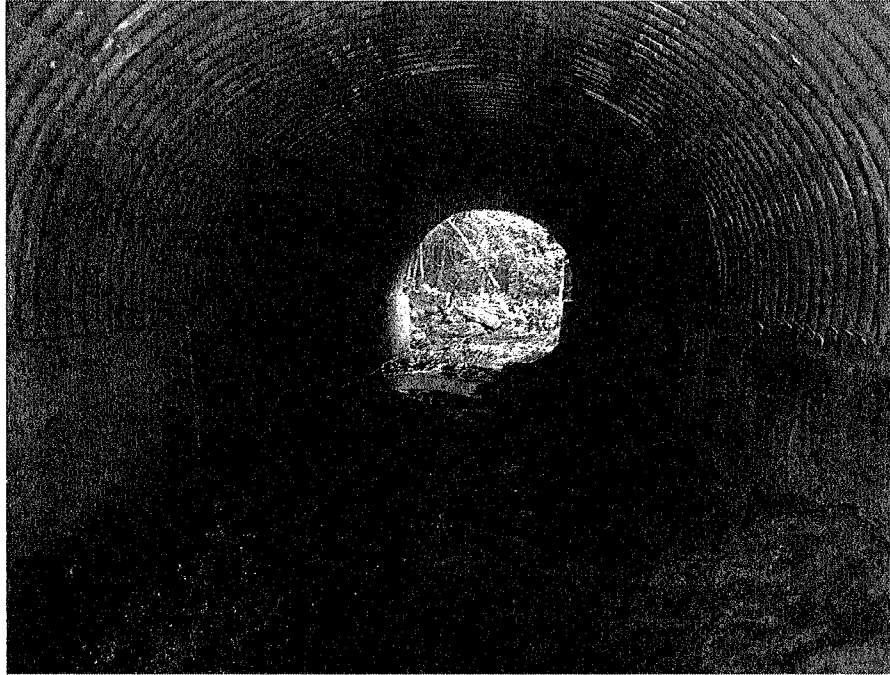


PHOTO 15
Description



PHOTO 16
Description

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Pictures



PHOTO 17
Description