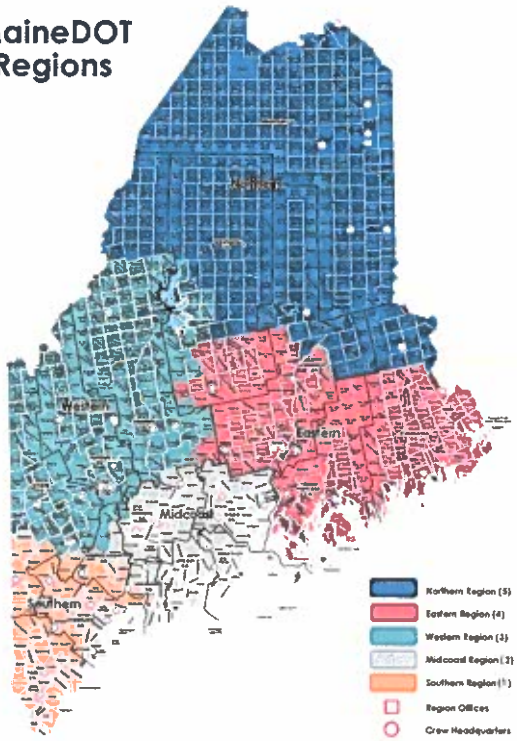
MaineDOT Regions



For more information on posted state roads, please contact MaineDOT Region Offices at:

Southern Region 1 - Scarborough
region1.mainedot@maine.gov 207-885-7000
Midcoast Region 2 - Augusta
region2.mainedot@maine.gov 207-624-8200
Western Region 3 - Wilton
region3.mainedot@maine.gov 207-562-4228
Eastern Region 4 - Bangor
region4.mainedot@maine.gov 207-941-4500
Northern Region 5 - Presque Isle
region5.mainedot@maine.gov 207-764-2200

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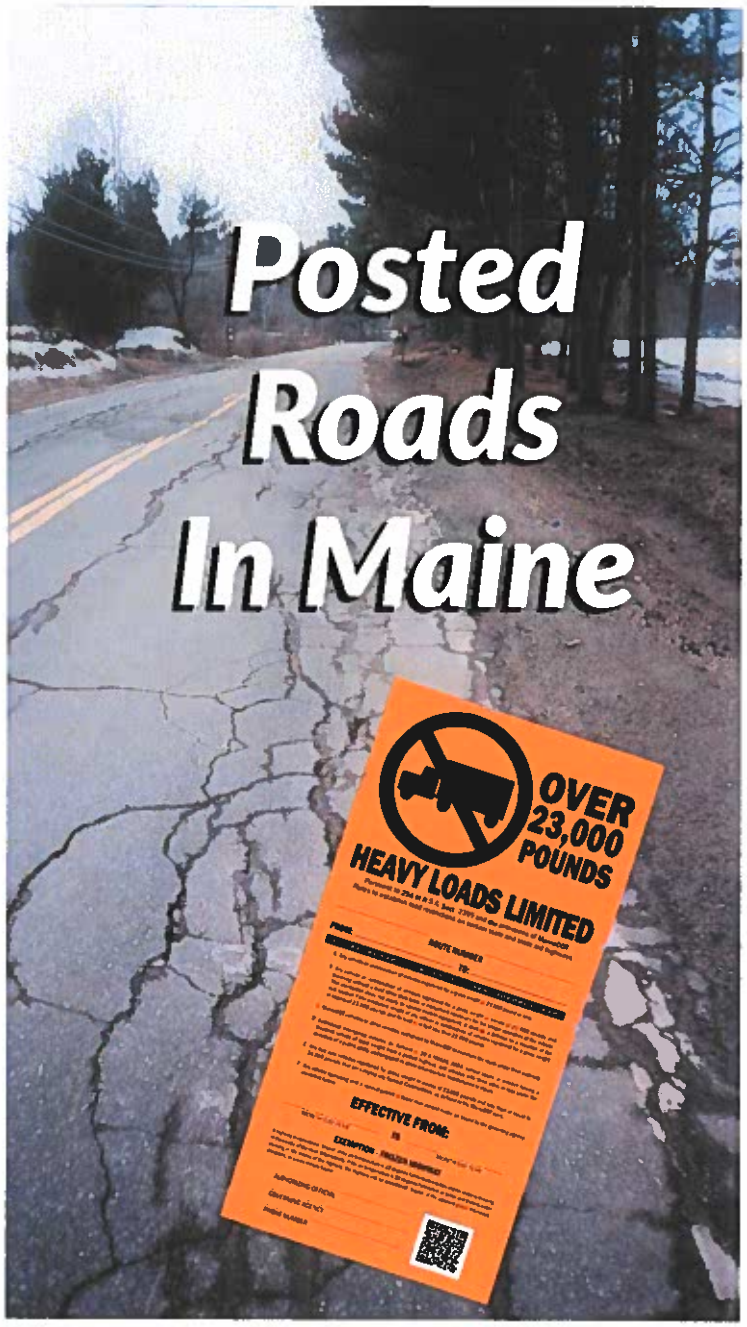

MaineDOT

"Posted Roads" in Maine

During the winter and spring, some of Maine's roads weaken and they need to be protected. As temperatures warm and the ground thaws, soil under the pavement becomes saturated with water, making the pavement unstable. As a result, many roads cannot support heavy loads.

This means that a road carrying a 15-ton load in the summer or winter may only be able to carry a 5-ton load in the spring when it thaws. A posted state road's maximum weight limit is 23,000 pounds. The posting is temporary and is designed to protect a road while it is vulnerable. Repairing or rebuilding a road is expensive, at times costing over $1 million per mile.

Many roads have been posted for years and these roads are well-known to those who use them. However, as roads age and deteriorate, posting is one maintenance strategy to protect them and extend their life.

Why we post

Asphalt roads are at their weakest when the ground begins to thaw and the materials underneath a road's surface are saturated with moisture. Travelling over roads that have a saturated base underneath can cause cracking, potholes, and rutting. Heavy trucks can completely break through asphalt and severely damage a road.

Travel over posted roads

In some instances, you may travel over posted roads. When a posted road is "solidly frozen," you may drive over the road. A road is considered "solidly frozen" when the air temperature is 32°F or below and there is no water showing in the cracks of the road. Alternatively, if the air temperature is 32 degrees Fahrenheit or below and there is water showing in the cracks of the highway, the highway will be considered "frozen" if the adjacent gravel driveways, shoulders, or lawns remain frozen.

Posted roads versus non-posted roads

Not all roads are the same. If money was not an issue, all roads would be built to carry the heaviest legal loads. In Maine, many roads have been built to these modern standards.

However, there are also many miles of road that weren't built to tolerate heavy trucks and the day-to-day demands of modern traffic. Since dollars are limited, MaineDOT prioritizes construction on roads and bridges that have the most traffic and offer the most economic benefit to the state. Unfortunately, it may be many years before some smaller, less-traveled roads are rebuilt. In the meantime, we must post roads in order to protect and extend thier life.

State law permits posting roads

In order to protect the state's road infrastructure, the Maine Legislature has authorized MaineDOT to post roads. Title 29-A, Chapter 21, Subchapter 3 states that "the Department of Transportation may restrict the weight or passage of any vehicle over any way when, in its judgment, such passage would be unsafe or likely to cause excessive damage to the way or bridge." Municipalities and counties are also authorized to enact rules on roads under their jurisdiction.

For more information visit

mainedot.gov/postedroads/