

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.

Form Interface Design: www.historicbridges.org. Data Conversion Assistance By www.bridgehunter.com. None of the involved parties make any guarantee of accuracy.

Basic Information

| | | | | | |
|---|--|---------------------------------|------------------------------------|-------------------------------------|--------------------------------------|
| Maine [23] | Lincoln County [015] | Richmond [62645] | .5 MI W 128 | 44-05-26 = 44.090556 | 069-46-58 = - 69.782778 |
| 2506 | Highway agency district 2 | Owner State Highway Agency [01] | Maintenance responsibility | State Highway Agency [01] | |
| Route 197 | | ROUTE 197 | Toll On free road [3] | Features intersected KENNEBEC RIVER | |
| Design - main | Steel [3] | Design - approach | Steel continuous [4] | Kilometerpoint | 2623.2 km = 1626.4 mi |
| 5 | Movable - Swing [17] | 5 | Stringer/Multi-beam or girder [02] | Year built | 1931 |
| | | | | Year reconstructed | 1988 |
| | | | | Skew angle | 0 |
| | | | | Structure Flared | |
| | | | | Historical significance | Bridge is eligible for the NRHP. [2] |
| Total length | 377.6 m = 1238.9 ft | Length of maximum span | 54 m = 177.2 ft | Deck width, out-to-out | 6.4 m = 21.0 ft |
| Inventory Route, Total Horizontal Clearance | 6.1 m = 20.0 ft | Curb or sidewalk width - left | 0.2 m = 0.7 ft | Curb or sidewalk width - right | 0.2 m = 0.7 ft |
| Deck structure type | Open Grating [3] | | | | |
| Type of wearing surface | | | | | |
| Deck protection | Not applicable (applies only to structures with no deck) [N] | | | | |
| Type of membrane/wearing surface | Not applicable (applies only to structures with no deck) [N] | | | | |

Weight Limits

| | | | | |
|-----------------------|--------------------------------------|-----------------------------------|------------------|-----------------------------|
| Bypass, detour length | Method to determine inventory rating | Allowable Stress(AS) [2] | Inventory rating | 42.6 metric ton = 46.9 tons |
| 3.5 km = 2.2 mi | Method to determine operating rating | Allowable Stress(AS) [2] | Operating rating | 55.3 metric ton = 60.8 tons |
| | Bridge posting | Equal to or above legal loads [5] | Design Load | M 13.5 / H 15 [2] |

Functional Details

| | | | | | | | | | | |
|---|---------------------------------------|----------------------------|---|---------------------------------------|------|--|--|------|------|------|
| Average Daily Traffic | 3258 | Average daily truck traffi | 8 | % | Year | 2010 | Future average daily traffic | 4561 | Year | 2030 |
| Road classification | Major Collector (Rural) [07] | | Lanes on structure | 2 | | Approach roadway width | 7.9 m = 25.9 ft | | | |
| Type of service on bridge | Highway [1] | | Direction of traffic | 2 - way traffic [2] | | Bridge median | | | | |
| Parallel structure designation | No parallel structure exists. [N] | | | | | | | | | |
| Type of service under bridge | Waterway [5] | | Lanes under structure | 0 | | Navigation control | Navigation control on waterway (bridge permit required). [1] | | | |
| Navigation vertical clearanc | 4.6 m = 15.1 ft | | Navigation horizontal clearance | 19.2 m = 63.0 ft | | | | | | |
| Minimum navigation vertical clearance, vertical lift bridge | 0 m = 0.0 ft | | | | | Minimum vertical clearance over bridge roadway | 3.55 m = 11.6 ft | | | |
| Minimum lateral underclearance reference feature | Feature not a highway or railroad [N] | | | | | | | | | |
| Minimum lateral underclearance on right | 99.9 = Unlimited | | | | | Minimum lateral underclearance on left | 99.9 = Unlimited | | | |
| Minimum Vertical Underclearance | 0 = N/A | | Minimum vertical underclearance reference feature | Feature not a highway or railroad [N] | | | | | | |
| Appraisal ratings - underclearances | N/A [N] | | | | | | | | | |

Repair and Replacement Plans

| | | | | |
|---|-----------------------------------|---------------------------------|---|----------|
| Type of work to be performed | Work done by | Work to be done by contract [1] | | |
| Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31] | Bridge improvement cost | 11035000 | Roadway improvement cost | 1104000 |
| | Length of structure improvement | 384 m = 1259.9 ft | Total project cost | 16552000 |
| | Year of improvement cost estimate | 2004 | | |
| | Border bridge - state | | Border bridge - percent responsibility of other state | |
| | Border bridge - structure number | n/a | | |

Inspection and Sufficiency

| | | | |
|---|--|---------------------------------------|--|
| Structure status | Open, no restriction [A] | Appraisal ratings - structural | Meets minimum tolerable limits to be left in place as is [4] |
| Condition ratings - superstructure | Poor [4] | Appraisal ratings - roadway alignment | Equal to present desirable criteria [8] |
| Condition ratings - substructure | Poor [4] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - deck | Poor [4] | | |
| Scour | Bridge over "tidal" waters that has not been evaluated for scour, but considered low risk. [T] | | |
| Channel and channel protection | Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7] | | |
| Appraisal ratings - water adequacy | Meets minimum tolerable limits to be left in place as is [4] | Status evaluation | Structurally deficient [1] |
| Pier or abutment protection | In place and functioning [2] | Sufficiency rating | 32.8 |
| Culverts | Not applicable. Used if structure is not a culvert. [N] | | |
| Traffic safety features - railings | | | |
| Traffic safety features - transitions | | | |
| Traffic safety features - approach guardrail | Inspected feature meets currently acceptable standards. [1] | | |
| Traffic safety features - approach guardrail ends | Inspected feature meets currently acceptable standards. [1] | | |
| Inspection date | August 2010 [0810] | Designated inspection frequency | 24 Months |
| Underwater inspection | Unknown [Y60] | Underwater inspection date | November 2002 [1102] |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | |
| Other special inspection | Not needed [N] | Other special inspection date | |