

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]	York County [031]
Hollis [33665]	HOLLIS - BUXTON TL
43-36-45 = 43.612500	070-33-06 = - 70.551667
3333 Highway agency district	1 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]
Route 4	ROUTE 4A Toll On free road [3] Features intersected SACO RIVER
Design - main Steel continuous [4]	Design - approach
Kilometerpoint 1462.9 km = 907.0 mi	Year built 1936 Year reconstructed 1987
3 Truss - Thru [10]	0 Other [00] Skew angle 0 Structure Flared
	Historical significance Bridge is eligible for the NRHP. [2]
Total length 156.1 m = 512.2 ft	Length of maximum span 68.3 m = 224.1 ft Deck width, out-to-out 7 m = 23.0 ft Bridge roadway width, curb-to-curb 6.7 m = 22.0 ft
Inventory Route, Total Horizontal Clearance 6.7 m = 22.0 ft	Curb or sidewalk width - left 1.5 m = 4.9 ft Curb or sidewalk width - right 0.2 m = 0.7 ft
Deck structure type	Concrete Cast-in-Place [1]
Type of wearing surface	Bituminous [6]
Deck protection	Not applicable (applies only to structures with no deck) [N]
Type of membrane/wearing surface	Preformed Fabric [2]

Weight Limits	
Bypass, detour length 1 km = 0.6 mi	Method to determine inventory rating Allowable Stress(AS) [2] Inventory rating 29.9 metric ton = 32.9 tons
	Method to determine operating rating Allowable Stress(AS) [2] Operating rating 48.1 metric ton = 52.9 tons
Bridge posting Equal to or above legal loads [5]	Design Load M 18 / H 20 [4]

Functional Details

Average Daily Traffic	3850	Average daily truck traffi	8	%	Year	2010	Future average daily traffic	5390	Year	2030
Road classification	Minor Collector (Rural) [08]		Lanes on structure	2		Approach roadway width	8.5 m = 27.9 ft			
Type of service on bridge	Highway-pedestrian [5]		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 vertical clearanc	0 = N/A		Navigation horizontal clearance	0 = N/A						
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft			Minimum vertical clearance over bridge roadway	4.55 m = 14.9 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]								
Widening of existing bridge with deck rehabilitation or replacement. [34]	Bridge improvement cost	423000	Roadway improvement cost	42000						
	Length of structure improvement	156.1 m = 512.2 ft		Total project cost	634000					
	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	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]		
Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	48.6
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	September 2010 [0910]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	January 2002 [0102]
Other special inspection	Not needed [N]	Other special inspection date	