

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

Maine [23]	York County [031]	Kennebunk [36535]	1.1MI N JCT RTE 9A & 35	43-24-12 = 43.403333	070-31-42 = - 70.528333
2041	Highway agency district 1	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 1	ROUTE US 1	Toll On free road [3]	Features intersected	KENNEBUNK RIVER	
Design - main Concrete [1]	Design - approach	Kilometerpoint 4290.5 km = 2660.1 mi	Year built 1928	Year reconstructed N/A [0000]	
2 Tee beam [04]	0 Other [00]	Skew angle 0	Structure Flared	Historical significance Bridge is not eligible for the NRHP. [5]	
Total length 23.2 m = 76.1 ft	Length of maximum span 11 m = 36.1 ft	Deck width, out-to-out 14.3 m = 46.9 ft	Bridge roadway width, curb-to-curb	12.2 m = 40.0 ft	
Inventory Route, Total Horizontal Clearance 12.2 m = 40.0 ft	Curb or sidewalk width - left 1.5 m = 4.9 ft	Curb or sidewalk width - right	0.1 m = 0.3 ft		
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length 2.4 km = 1.5 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	29 metric ton = 31.9 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	56.3 metric ton = 61.9 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 18 / H 20 [4]	

### Functional Details

Average Daily Traffic	14330	Average daily truck traffi	9	%	Year	2010	Future average daily traffic	20062	Year	2030
Road classification	Minor Arterial (Rural) [06]		Lanes on structure	2		Approach roadway width	12.2 m = 40.0 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 control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	2.4 m = 7.9 ft			Navigation horizontal clearance	3 m = 9.8 ft					
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft				Minimum vertical clearance over bridge roadway	99.9 m = 327.8 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	1045000			Roadway improvement cost	104000				
	Length of structure improvement	25 m = 82.0 ft			Total project cost	1568000				
	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	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - superstructure	<input type="text" value="Poor [4]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - deck geometry	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - deck	<input type="text" value="Fair [5]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Superior to present desirable criteria [9]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text" value="Navigation protection not required [1]"/>	Sufficiency rating	<input type="text" value="53"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Inspection date	<input type="text" value="August 2010 [0810]"/>	Designated inspection frequency	<input type="text" value="12"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Not needed [N]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>