

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] Hollis [33665] STANDISH TOWNLINE 43-41-37 = 43.693611 070-36-65 = - 70.618056

2190 Highway agency district 1 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 35 ROUTE 35 Toll On free road [3] Features intersected SACO RIVER

Design - main Steel [3] Design - approach Other [00] Kilometerpoint 4644.6 km = 2879.7 mi

1 Truss - Thru [10] 0 Other [00] Year built 1938 Year reconstructed N/A [0000]

Skew angle 0 Structure Flared

Historical significance Bridge is not eligible for the NRHP. [5]

Total length 48.8 m = 160.1 ft Length of maximum span 47.2 m = 154.9 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 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

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 2.5 km = 1.6 mi Method to determine inventory rating Allowable Stress(AS) [2] Inventory rating 21.8 metric ton = 24.0 tons

Method to determine operating rating Allowable Stress(AS) [2] Operating rating 34.5 metric ton = 38.0 tons

Bridge posting Equal to or above legal loads [5] Design Load M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	3140	Average daily truck traffi	8	%	Year	2010	Future average daily traffic	4396	Year	2030
Road classification	Major Collector (Rural) [07]	Lanes on structure	2	Approach roadway width	8.5 m = 27.9 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 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	4.52 m = 14.8 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	1766000	Roadway improvement cost	177000						
	Length of structure improvement	50.9 m = 167.0 ft		Total project cost	2649000					
	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	Posted for load [P]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Serious [3]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
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	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	20.8
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	November 2010 [1110]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	