

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.  
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<b>Basic Information</b>	
Maine [23]	Sagadahoc County [023]
Bowdoinham [06365]	0.2 MI SB OF JCT RTE 125
44-00-26 = 44.007222	069-53-44 = - 69.895556
5190 Highway agency district	2 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]
Route 24	ROUTE 24 Toll On free road [3] Features intersected CATHANCE RIVER
Design - main Steel [3]	Design - approach
1 Truss - Thru [10]	0 Other [00]
Kilometerpoint 4115.1 km = 2551.4 mi	Year built 1953 Year reconstructed N/A [0000]
Skew angle 0	Structure Flared
Historical significance	Bridge is not eligible for the NRHP. [5]
Total length 47.5 m = 155.8 ft	Length of maximum span 47.5 m = 155.8 ft
Deck width, out-to-out 7.9 m = 25.9 ft	Bridge roadway width, curb-to-curb 7.4 m = 24.3 ft
Inventory Route, Total Horizontal Clearance 7.3 m = 24.0 ft	Curb or sidewalk width - left 0.3 m = 1.0 ft
	Curb or sidewalk width - right 1.5 m = 4.9 ft
Deck structure type	Concrete Cast-in-Place [1]
Type of wearing surface	Latex Concrete or similar additive [3]
Deck protection	
Type of membrane/wearing surface	

<b>Weight Limits</b>	
Bypass, detour length 0.1 km = 0.1 mi	Method to determine inventory rating Allowable Stress(AS) [2] Inventory rating 23.6 metric ton = 26.0 tons
	Method to determine operating rating Allowable Stress(AS) [2] Operating rating 38.1 metric ton = 41.9 tons
Bridge posting Equal to or above legal loads [5]	Design Load M 18 / H 20 [4]

### Functional Details

Average Daily Traffic	1820	Average daily truck traffi	8	%	Year	2010	Future average daily traffic	2730	Year	2030
Road classification	Major Collector (Rural) [07]		Lanes on structure	2		Approach roadway width	7.6 m = 24.9 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 control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	0.9 m = 3.0 ft		Navigation horizontal clearance	8.8 m = 28.9 ft						
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft			Minimum vertical clearance over bridge roadway	4.57 m = 15.0 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]							
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	92000	Roadway improvement cost	9000						
	Length of structure improvement	47.5 m = 155.8 ft		Total project cost	138000					
	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="Equal to present minimum criteria [6]"/>
Condition ratings - superstructure	<input type="text" value="Satisfactory [6]"/>	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="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
Scour	<input type="text" value="Bridge over 'tidal' waters that has not been evaluated for scour, but considered low risk. [T]"/>		
Channel and channel protection	<input type="text" value="Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Equal to present desirable criteria [8]"/>	Status evaluation	<input type="text"/>
Pier or abutment protection	<input type="text" value="Navigation protection not required [1]"/>	Sufficiency rating	<input type="text" value="66.4"/>
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"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="January 2011 [0111]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Unknown [Y60]"/>	Underwater inspection date	<input type="text" value="June 2003 [0603]"/>
Fracture critical inspection	<input type="text" value="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>