

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]	Hancock County [009]
Deer Isle [17145]	1 MI S 15&175
44-17-39 = 44.294167	068-41-19 = - 68.688611
3257 Highway agency district	4 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]
Route 15	Toll On free road [3] Features intersected EGGEMOGGIN REACH
Design - main Steel continuous [4]	Design - approach Steel [3]
Kilometerpoint 1881.3 km = 1166.4 mi	Year built 1939 Year reconstructed N/A [0000]
3 Suspension [13]	7 Girder and floorbeam system [03]
Skew angle 0	Structure Flared
Historical significance	Bridge is eligible for the NRHP. [2]
Total length 763.5 m = 2505.0 ft	Length of maximum span 329.2 m = 1080.1 ft
Deck width, out-to-out 7.5 m = 24.6 ft	Bridge roadway width, curb-to-curb 7.2 m = 23.6 ft
Inventory Route, Total Horizontal Clearance 6.1 m = 20.0 ft	Curb or sidewalk width - left 0.5 m = 1.6 ft
Curb or sidewalk width - right 0.5 m = 1.6 ft	
Deck structure type	Concrete Cast-in-Place [1]
Type of wearing surface	Wood or Timber [7]
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 16.1 km = 10.0 mi	Method to determine inventory rating Allowable Stress(AS) [2]
Inventory rating 17.2 metric ton = 18.9 tons	
Method to determine operating rating Allowable Stress(AS) [2]	Operating rating 28.1 metric ton = 30.9 tons
Bridge posting Equal to or above legal loads [5]	Design Load M 18 / H 20 [4]

Functional Details

Average Daily Traffic	2880	Average daily truck traffi	8	%	Year	2010	Future average daily traffic	4032	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	25.9 m = 85.0 ft			Navigation horizontal clearance	313.9 m = 1029.9 ft					
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft			Minimum vertical clearance over bridge roadway	4.27 m = 14.0 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]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	21915000	Roadway improvement cost	2192000						
	Length of structure improvement	775.1 m = 2543.1 ft		Total project cost	32872000					
	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 other load-capacity restriction [R]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Poor [4]		
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	Navigation protection not required [1]	Sufficiency rating	16.7
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	July 2010 [0710]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	October 2003 [1003]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	October 2001 [1001]
Other special inspection	Every two years [Y24]	Other special inspection date	October 2001 [1001]