

HistoricBridges.org - National Bridge Inventory Data Sheet

2011 Inventory

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]	Somerset County [025]	Detroit [17460]	ADJ TO W JCT RTE 69 & 220	44-47-33 = 44.792500	069-17-44 = - 69.295556
3309	Highway agency district 4	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 69		ROUTES 69 & 220	Toll On free road [3]	Features intersected E BRANCH SEBASTICOOK RIV	
Design - main	Steel [3]	Design - approach		Kilometerpoint 769.3 km = 477.0 mi	
1	Truss - Thru [10]	0	Other [00]	Year built 1936	Year reconstructed N/A [0000]
				Skew angle 0	Structure Flared
				Historical significance Bridge is not eligible for the NRHP. [5]	
Total length	28.7 m = 94.2 ft	Length of maximum span	26.8 m = 87.9 ft	Deck width, out-to-out	7 m = 23.0 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	0.1 m = 0.3 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					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	12.7 metric ton = 14.0 tons
1 km = 0.6 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	24.5 metric ton = 27.0 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	1938	Average daily truck traffi	8	%	Year	2010	Future average daily traffic	2907	Year	2030
Road classification	Major Collector (Rural) [07]		Lanes on structure	2		Approach roadway width	11.6 m = 38.1 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	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	1198000	Roadway improvement cost	120000
	Length of structure improvement	30.5 m = 100.1 ft	Total project cost	1797000
	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	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - deck	Fair [5]		
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	Equal to present desirable criteria [8]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	36.4
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	June 2010 [0610]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	