HistoricBridges.org - National Bridge Inventory Data Sheet

2011 Inventory

The National Bridge Inventory contains data submitted by state transportion 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]	Androscoggin County [001]	Auburn [02060]	1.5 MI S OF JCT RTE 11	44-03-82 = 44.072778	070-16-38 = -70.277222

3338	Highway agency district: 1	Owner: State Highway Agency [01]	Maintenance responsibility: State Highway Agency [01]		
Route: 0		HOTEL ROAD	Toll: On free road [3]	Features intersected: LITTLE ANDROSCOGGIN RV	
Design - main: Steel [3]		Design - approach:		Kilometerpoint: 416.8 km = 258.4 mi	
1	Truss - Thru [10]	0	Other [00]	Year built: 1937	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is not eligible for the NRHP. [5]	

Total length	35.1 m = 115.2 ft	Length of maximum span	32.9 m = 107.9 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	Concrete Cast-in-Place [1]
Type of wearing surface	Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	22.7 metric ton = 25.0 tons	
1 km = 0.6 mi	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 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	9211	Average daily truck traffi	5 %	Year	2010	Future average daily traffic	12895
Year	2030						
Road classification	Collector (Urban) [17]	Lanes on structure	2	Approach roadway width	7.6 m = 24.9 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	4.55 m = 14.9 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

Widening of existing bridge with deck rehabilitation or replacement. [34]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	141000	Roadway improvement cost	14000
Length of structure improvement	35.1 m = 115.2 ft	Total project cost	212000
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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructur	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		

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	46

Culverts	Not applicable. Used if structure is not a culvert. [N]
Traffic safety features - railings	
Traffic safety features - transitions	
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail ends	Inpected feature meets currently acceptable standards. [1]

Inspection date	January 2010 [0110]	Designated inspection frequency	24	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	