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]	Durham [19105]	DURHAM - LISBON TL	43-59-33 = 43.992500	070-03-31 = -70.058611

3334	Highway agency district	1	Owner	State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route	9		ROUTE 9 & 125	Toll	On free road [3]	Features intersected	ANDROSCOGGIN RIVER

Design - main	Steel continuous [4]	Design - approach	Steel [3]	Kilometerpoint	14670.8 km = 9095.9 mi		
2	Truss - Thru [10]	1	Stringer/Multi-beam or girder [02]	Year built	1936	Year reconstructed	N/A [0000]
				Skew angle	0	Structure Flared	Yes, flared [1]
				Historical significance	Bridge is eligible for the NRHP. [2]		

Total length	110.3 m = 361.9 ft	Length of maximum span	51.2 m = 168.0 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	1.5 m = 4.9 ft	Curb or sidewalk width - right	0 m = 0.0 ft		

Deck structure type	Concrete Cast-in-Place [1]
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	20.9 metric ton = 23.0 tons	
4.3 km = 2.7 mi	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	6118	Average daily truck traffi	9 %	Year	2010	Future average daily traffic	8565
Year	2030						
Road classification	Minor Arterial (Rural) [06]	Lanes on structure	2	Approach roadway width	8.8 m = 28.9 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 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	4.57 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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	3513000	Roadway improvement cost	351000
Length of structure improvement	113.7 m = 373.0 ft	Total project cost	5270000
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	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - substructure	Fair [5]	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	Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]		
Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	35.3
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	December 2010 [1210]	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	