

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]	Lincoln County [015]
Dresden [18475]	0.2 MI W OF JCT RTE 127
44-05-02 = 44.083889	069-44-54 = - 69.748333
3341 Highway agency district	2 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]
Route 197	ROUTE 197 Toll On free road [3] Features intersected EASTERN RIVER
Design - main Steel [3]	Design - approach Concrete [1]
1 Truss - Thru [10]	1 Tee beam [04]
Kilometerpoint 2912.9 km = 1806.0 mi	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 90.2 m = 295.9 ft	Length of maximum span 79.9 m = 262.2 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	Latex Concrete or similar additive [3]
Deck protection	
Type of membrane/wearing surface	

Weight Limits	
Bypass, detour length 0.7 km = 0.4 mi	Method to determine inventory rating Allowable Stress(AS) [2]
	Inventory rating 25.4 metric ton = 27.9 tons
	Method to determine operating rating Allowable Stress(AS) [2]
	Operating rating 40.8 metric ton = 44.9 tons
Bridge posting Equal to or above legal loads [5]	Design Load M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	1470	Average daily truck traffi	8	%	Year	2010	Future average daily traffic	2205	Year	2030
Road classification	Major Collector (Rural) [07]	Lanes on structure	2		Approach roadway width	8.2 m = 26.9 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	4.56 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]								
Widening of existing bridge with deck rehabilitation or replacement. [34]	Bridge improvement cost	275000	Roadway improvement cost	28000						
	Length of structure improvement	90.2 m = 295.9 ft		Total project cost	412000					
	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="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - substructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>
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 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	<input type="text" value="Superior to present desirable criteria [9]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="57.1"/>
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" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Inspection date	<input type="text" value="December 2010 [1210]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
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"/>