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 | | | | | | | 44-05-37 = | 070-13-27 = - |
|--|-------------|--|---|-----------------------------------|-----------------------------|-----------------------------|-----------------------|-----------------------|
| Maine [23] Androscoggin County [001] | | Auburn [02060] TOWNLINE | | | | 44.093611 | 70.224167 | |
| 3330 Highway agency district 1 | | Owner State Highway Agency [01] Maintenance responsibility | | State Highway Ag | ency [01] | | | |
| Route 0 | | CEDAR STREET | Toll On fre | ee road [3] | Features interse | cted ANDROSC | OGGIN RIVER | |
| Design - Steel [3] main 3 Truss - Thru | ı [10] | Design - approach 0 Other | [00] | Kilometerpoint Year built 1936 | 0 km = 0.0 mi Year re | constructed 199 | 6 | |
| | - [.·J | | [00] | Skew angle 0 Historical significa | Structure F nce Bridge i | lared s eligible for the | NRHP. [2] | |
| Total length 220.4 m | = 723.1 ft | Length of maximum sp | an 71.6 m = 234.9 ft | Deck width, out- | o-out 12.7 m = 41. | 7 ft Bridge roa | dway width, curb-to-o | curb 12.4 m = 40.7 ft |
| Inventory Route, Total Horizontal Clearance 12.2 m = 40.0 ft | | Curb or sidewalk w | Curb or sidewalk width - left 1.8 m = 5.9 ft Curb or sidewalk | | ewalk width - right | 1.8 m = 5.9 ft | | |
| Deck structure type | | Concrete Cast-in-Pla | ce [1] | | | | | |
| Type of wearing surface Bituminous [6] | | | | | | | | |
| Deck protection | | | | | | | | |
| Type of membrane/wearing surface Preformed Fabric [2] | | | | | | | | |
| Weight Limits | | | | | | | | |
| Bypass, detour length Method to determine inventory rating | | Allowable Stress(AS | 5) [2] | Inventory rating | 18.1 metric ton | = 19.9 tons | | |
| 0.2 km = 0.1 mi | Method to d | etermine operating rating | Allowable Stress(AS | 5) [2] | Operating rating | 34.5 metric ton | = 38.0 tons | |
| Bridge posting Equal to or above legal loads [5] | | | | | Design Load M | 8 / H 20 [4] | | |

| Functional Details | | | | | | | | |
|---|--|---|--|--|--|--|--|--|
| Average Daily Traffic 15753 Average daily to | ruck traffi 5 % Year 2010 Future average daily traffic | c 22054 Year 2030 | | | | | | |
| Road classification Other Principal Arterial (Urban) | [14] Lanes on structure 4 | Approach roadway width 12.2 m = 40.0 ft | | | | | | |
| Type of service on bridge Highway-pedestrian [5] | Bridge median | | | | | | | |
| Parallel structure designation No parallel structure | e 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 4.75 m = 15.6 ft | | | | | | | | |
| Minimum lateral underclearance reference feature F | eature 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 | | | | | | | |
| | Bridge improvement cost Roadway i | improvement cost | | | | | | |
| | Length of structure improvement | Total project cost | | | | | | |
| | Year of improvement cost estimate | | | | | | | |
| | Border bridge - state | Border bridge - percent responsibility of other state | | | | | | |
| Border bridge - structure number n/a | | | | | | | | |

| Inspection and Sufficiency | | | | | | | | |
|---|------------------------------------|---|--|---------------------------|--|--|--|--|
| Structure status Open, no res | striction [A] | Appraisal ratings - structural | Meets minimum tolerable limits to be left in place as is [4] | | | | | |
| Condition ratings - superstructur Satisfactory [6] | | Appraisal ratings - roadway alignment | Better than present minimum | criteria [7] | | | | |
| Condition ratings - substructure | Fair [5] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of replacement [2] | | | | | |
| Condition ratings - deck | Good [7] | | | | | | | |
| Scour | Bridge foundations determined | 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 adequac | Superior to present desirable | Superior to present desirable criteria [9] | | Functionally obsolete [2] | | | | |
| Pier or abutment protection | | | Sufficiency rating | 48 | | | | |
| Culverts Not applicable. Used | if structure is not a culvert. [N] | | | | | | | |
| Traffic safety features - railings | | | | | | | | |
| Traffic safety features - transition | ns | | | | | | | |
| Traffic safety features - approach | n guardrail | | | | | | | |
| Traffic safety features - approach guardrail ends | | | | | | | | |
| Inspection date September 2010 [0910] Designated inspection frequency 24 Months | | | | | | | | |
| Underwater inspection | Unknown [Y60] | Underwater inspec | ction date | | | | | |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | | | | | | |
| Other special inspection | Not needed [N] | Other special inspe | ection date | | | | | |