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]	Kennebec County [011]	Waterville [80740]	US 201 OVER KENN RIV	44-37-50 = 44.630556	069-37-39 = -69.627500

2854	Highway agency district 2	Owner: State Highway Agency [01]	Maintenance responsibility: State Highway Agency [01]		
Route: 201		RTE 201	Toll: On free road [3]	Features intersected: KENNEBEC RIVER	

Design - main: Steel [3]		Design - approach		Kilometerpoint: 8027.4 km = 4977.0 mi	
5	Stringer/Multi-beam or girder [02]	0	Other [00]	Year built: 1936	Year reconstructed: 1990
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is not eligible for the NRHP. [5]	

Total length: 175.3 m = 575.2 ft	Length of maximum span: 44.2 m = 145.0 ft	Deck width, out-to-out: 26.2 m = 86.0 ft	Bridge roadway width, curb-to-curb: 18.9 m = 62.0 ft
Inventory Route, Total Horizontal Clearance: 18.9 m = 62.0 ft	Curb or sidewalk width - left: 1.8 m = 5.9 ft	Curb or sidewalk width - right: 2.4 m = 7.9 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: 1.9 km = 1.2 mi	Method to determine inventory rating: Allowable Stress(AS) [2]		Inventory rating: 34.5 metric ton = 38.0 tons		
	Method to determine operating rating: Allowable Stress(AS) [2]		Operating rating: 51.7 metric ton = 56.9 tons		
	Bridge posting: Equal to or above legal loads [5]		Design Load: M 18 / H 20 [4]		

Functional Details

Average Daily Traffic	18612	Average daily truck traffi	5 %	Year	2010	Future average daily traffic	26057
Year	2030						

Road classification	Minor Arterial (Urban) [16]	Lanes on structure	2	Approach roadway width	8.5 m = 27.9 ft
Type of service on bridge	Highway-pedestrian [5]	Direction of traffic	1 - way traffic [1]	Bridge median	Closed median (no barriers) [2]
Parallel structure designation	No parallel structure exists. [N]				
Type of service under bridge	Waterway [5]	Lanes under structure	0	Navigation control	Navigation control on waterway (bridge permit required). [1]
Navigation vertical clearanc	2.1 m = 6.9 ft	Navigation horizontal clearance	25.9 m = 85.0 ft		
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

Bridge improvement cost

Roadway 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 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	Fair [5]	Appraisal ratings - deck geometry	Superior to present desirable criteria [9]
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 protection has failed. River control devices have been destroyed. Stream bed aggradation, degradation or lateral movement has changed the channel to now threaten the bridge and/or approach roadway. [3]

Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	74

Culverts	Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - transitions	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail ends	

Inspection date	December 2010 [1210]	Designated inspection frequency	24	Months

Underwater inspection	Unknown [Y60]	Underwater inspection date	March 2007 [0307]
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	