

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.  
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<b>Basic Information</b>	
Maine [23]	York County [031]
Buxton [09410]	HOLLIS - BUXTON TL
43-39-59 = 43.666389	070-36-10 = - 70.602778
3340 Highway agency district	1 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]
Route 0	PLAINS ROAD Toll On free road [3] Features intersected SACO RIVER
Design - main Steel continuous [4]	Design - approach Steel [3]
Kilometerpoint 1.6 km = 1.0 mi	Year built 1936 Year reconstructed 1988
3 Truss - Thru [10]	1 Stringer/Multi-beam or girder [02]
Skew angle 0	Structure Flared
Historical significance Bridge is eligible for the NRHP. [2]	
Total length 185 m = 607.0 ft	Length of maximum span 71.3 m = 233.9 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 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 Bituminous [6]	
Deck protection	
Type of membrane/wearing surface Preformed Fabric [2]	

<b>Weight Limits</b>	
Bypass, detour length 0.7 km = 0.4 mi	Method to determine inventory rating Allowable Stress(AS) [2]
Inventory rating 24.5 metric ton = 27.0 tons	
Method to determine operating rating Allowable Stress(AS) [2]	Operating rating 49 metric ton = 53.9 tons
Bridge posting Equal to or above legal loads [5]	Design Load M 18 / H 20 [4]

### Functional Details

Average Daily Traffic	3170	Average daily truck traffi	8	%	Year	2010	Future average daily traffic	4438	Year	2030
Road classification	Minor Collector (Rural) [08]	Lanes on structure	2	Approach roadway width	7.9 m = 25.9 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	4.52 m = 14.8 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	Work to be done by contract [1]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	5608000	Roadway improvement cost	561000						
	Length of structure improvement	189 m = 620.1 ft		Total project cost	8412000					
	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="Equal to present minimum criteria [6]"/>
Condition ratings - superstructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - substructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Good [7]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/>		
Channel and channel protection	<input type="text" value="Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]"/>		
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="60.2"/>
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"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="November 2010 [1110]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Unknown [Y60]"/>	Underwater inspection date	<input type="text" value="October 2005 [1005]"/>
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"/>