

Structure Inventory and Appraisal Sheet (English Units)

Bridge Key: 0746 Agency ID: 0746 SR: 28.8 SD/FO: SD

IDENTIFICATION
 State 1: 23 Maine Struc Num 8: 0746
 Facility Carried 7: CROSS ST. Location 9: 500 FT W RTES 35&37
 Rte.(On/Under)5A: Route On Structure Rte. Signing Prefix 5B: 5 City Street
 Level of Service 5C: 0 None of the below Rte. Number 5D: 00000
 Directional Suffix 5E: 0 N/A (NBI) % Responsibility : 0
 SHD District 2: 01 Southern County Code 3: 017 Oxford
 Place Code 4: 17330 Waterford Mile Post 11: 0.110 mi
 Feature Intersected 6: BEAR BROOK
 Latitude 16: 44d 09' 45" Longitude 17: 070d 43' 06"
 Border Bridge Code 98: Not Applicable (P)
 Border Bridge Number 99: n/a

INSPECTION
 Frequency 91: 12 months Inspection Date 90: 7/24/2007 Next Inspection: 07/24/2008
 FC Frequency 92A: NA FC Inspection Date 93A: NA Next FC Inspection: NA
 UW Frequency 92B: NA UW Inspection Date 93B: NA Next UW Inspection: NA
 SI Frequency 92C: NA SI Date 93C: NA Next SI: NA
 Element Frequency: 12 months Element Inspection Date: 07/24/2007 Next Elem. Insp. Due: 07/24/2008

CLASSIFICATION
 Defense Highway 100: 0 Not a STRAHNET hwy Parallel Structure 101: No || bridge exists
 Direction of Traffic 102: 3 1-lane Br for 2-way Temporary Structure 103: Not Applicable (P)
 Highway System 104: 0 Not on NHS NBIS Length 112: Long Enough
 Toll Facility 20: 3 On free road Functional Class 26: 09 Rural Local
 Defense Hwy 110: 0 Not a STRAHNET hwy Historical Significance 37: 5 Not eligible for NRHP
 Owner 22: 03 Town/Township Hwy Agency
 Custodian 21: 03 Town/Township Hwy Agency

STRUCTURE TYPE AND MATERIALS
 Number of Approach Spans 46: 0 Number of Spans Main Unit 45: 1
 Main Span Material/Design 43A/B:
 3 Steel 02 Stringer/Girder
 Deck Type 107: 1 Concrete-Cast-in-Place
 Wearing Surface 108A: 1 Monolithic Concrete
 Membrane 108B: 0 None
 Deck Protection 108C: None

CONDITION
 Deck 58: 5 Fair Super 59: 3 Serious Sub 60: 4 Poor
 Culvert 62: N N/A (NBI) Channel/Channel Protection 61: 6 Bank Slumping

LOAD RATING AND POSTING
 Inventory Rating Method 65: 2 AS Allowable Stres: Operating Rating Method 63: 2 AS Allowable Stress
 Inventory Rating 66: HS1.7 Operating Rating 64: HS1.7
 Design Load 31: 0 Other or Unknown Posting 70: 1 30.0-39.9%below
 Posting status 41: P Posted for load

AGE AND SERVICE
 Year Built 27: 1936 Year Reconstructed 106: -4
 Type of Service on 42A: 1 Highway
 Type of Service under 42B: 5 Waterway
 Lanes on 28A: 1 Lanes Under 28B: 0 Detour Length 19: 0.0 mi
 ADT 29: 110 Truck ADT 109: 5 % Year of ADT 30: 2006

APPRAISAL
 Bridge Rail 36A: 0 Substandard Approach Rail 36C: 0 Substandard
 Transition 36B: 0 Substandard Approach Rail Ends 36D: 0 Substandard
 Str. Evaluation 67: 3 Deck Geometry 68: 2 Intolerable - Replace
 Underclearance, Vertical and Horizontal 69: N Not applicable (NBI)
 Waterway Adequacy 71: 6 Equal Minimum Approach Alignment 72: 6 Equal Min Criteria
 Scour Critical 113: U Unknown Scour

GEOMETRIC DATA
 Length Max Span 48: 23.0 ft Structure Length 49: 29.0 ft
 Curb/Sdwk Width L 50A: 0.0 ft Curb/Sidewalk Width R 50B: 0.0 ft
 Width Curb to Curb 51: 15.2 ft Width Out to Out 52: 15.2 ft
 Approach Roadway Width 32: 16.0 ft Median 33: 0 No median (w/ shoulders)
 Deck Area: 440.8 sq. ft
 Skew 34: 45.00 ° Structure Flared 35: 0 No flare
 Vertical Clearance 10: 99.99 ft Horiz. Clearance 47: 15.00 ft
 Minimum Vertical Clearance Over Bridge 53: 327.8 ft
 Minimum Vertical Underclearance Reference 54A: N Feature not hwy or RR
 Minimum Vertical Underclearance 54B: 0.0 ft
 Minimum Lateral Underclearance Reference R 55A: N Feature not hwy or RR
 Minimum Lateral Underclearance R 55: 327.8 ft
 Minimum Lateral Underclearance L 56: 327.8 ft

PROPOSED IMPROVEMENTS
 Bridge Cost 94: \$ 638,000 Type of Work 75: 31 Repl-Load Capacity
 Roadway Cost 95: \$ 64,000 Length of Improvement 76: 34.1 ft
 Total Cost 96: \$ 957,000 Future ADT 114: 165
 Year of Cost Estimate 97: 2004 Year of Future ADT 115: 2026

NAVIGATION DATA
 Navigation Control 38: 0 Permit Not Required
 Vertical Clearance 39: 0.0 ft Horizontal Clearance 40: 0.0 ft
 Pier Protection 111: Not Applicable (P) Lift Bridge Vertical Clearance 116: 0.0 ft

ELEMENT CONDITION STATE DATA

| Str Unit | Elm/Env | Description | Units | Total Qty | % in 1 | Qty. St. 1 | % in 2 | Qty. St. 2 | % in 3 | Qty. St. 3 | % in 4 | Qty. St. 4 | % in 5 | Qty. St. 5 |
|----------|---------|----------------------|-------|-----------|--------|------------|--------|------------|--------|------------|--------|------------|--------|------------|
| 1 | 22/2 | P Conc Deck/Rigid Ov | (SF) | 441 | 100 % | 441 | 0 % | 0 | 0 % | 0 | 0 % | 0 | 0 % | 0 |
| 1 | 107/2 | Paint Stl Opn Girder | (LF) | 100 | 0 % | 0 | 0 % | 0 | 0 % | 0 | 0 % | 0 | 100 % | 100 |
| 1 | 215/2 | R/Conc Abutment | (LF) | 44 | 0 % | 0 | 90 % | 40 | 7 % | 3 | 3 % | 1 | 0 % | 0 |
| 1 | 218/2 | Undefined Wall Elem. | (LF) | 54 | 0 % | 0 | 75 % | 40 | 0 % | 0 | 25 % | 14 | 0 % | 0 |
| 1 | 311/2 | Moveable Bearing | (EA) | 8 | 0 % | 0 | 0 % | 0 | 100 % | 8 | 0 % | 0 | 0 % | 0 |
| 1 | 334/2 | Metal Rail Coated | (LF) | 50 | 0 % | 0 | 0 % | 0 | 35 % | 18 | 35 % | 18 | 30 % | 15 |

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|----------|---------|---------------------|-------|-----------|--------|------------|--------|------------|--------|------------|--------|------------|--------|------------|
| 1 | 363/2 | Section Loss SmFlag | (EA) | 1 | 0 % | 0 | 0 % | 0 | 0 % | 0 | 100 % | 1 | 0 % | 0 |
| 1 | 385/2 | Wear.Surf. - Rigid | (SF) | 441 | 100 % | 441 | 0 % | 0 | 0 % | 0 | 0 % | 0 | 0 % | 0 |
| 1 | 388/2 | Paint | (SF) | 1,730 | 0 % | 0 | 0 % | 0 | 100 % | 1,730 | 0 % | 0 | 0 % | 0 |

| Str Unit | Elm/Env | Description | Element Notes |
|----------|---------|--------------------------------------|-----------------------------------------------------------------------------------------------------|
| 1 | 22/2 | Concrete Deck - Protected w/ Rigid | < none > |
| 1 | 107/2 | Painted Steel Open Girder/Beam | Girders crushing in bearing areas. |
| 1 | 215/2 | Reinforced Conc Abutment | < none > |
| 1 | 218/2 | Undefined Wall Elem (Incl. Wing, | North west wing full height vertical crack kicked out 4 inches. |
| 1 | 311/2 | Moveable Bearing (roller, sliding, e | < none > |
| 1 | 334/2 | Metal Bridge Railing - Coated | < none > |
| 1 | 363/2 | Section Loss | Major section loss in all 8 bearing areas flanges rusted off webs rusted through. Girders crushing. |
| 1 | 385/2 | Wearing Surface - Rigid (Dummy E | <none> |
| 1 | 388/2 | Paint (Dummy Element) | <none> |

BRIDGE NOTES

Single span steel rolled girders on concrete abutments.

PAST INSPECTION

Inspection Date: 07/24/2007 Type: 1 Regular NBI
 Inspector: DTPBELA Pontis User Key: DTPBELA - PAUL
 Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

Structure is in serious to critical condition. All 4 girders have major section loss in bearing areas flanges rusted off, webs rusted through girders crushing at north abutment. Posting signs read 3 Ton. The north abutment has areas of spall under bearings. The NW wing has a full height shear crack and has rotated.

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PAST INSPECTION

Inspection Date: 06/20/2005 Type: 1 Regular NBI
Inspector: DTPBELA Pontis User Key: DTPBELA - PAUL

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Structure is in serious to critical condition. All 4 girders have major section loss in bearing areas flanges rusted off, webs rusted through girders crushing at north abutment. Posting signs read passenger car only on both approaches but at bridge south approach sign reads Posted 12 Ton. UPS truck crossed bridge with me present. The north abutment has areas of spall under bearings.

PAST INSPECTION

Inspection Date: 07/21/2003 Type: 1 Regular NBI
Inspector: -1 Pontis User Key: DEB

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

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INSPECTOR WORK CANDIDATES

| Work Candidate ID | Action | Object | Agency Status | Agency Priority | Assigned to a Project | Rec. Date |
|----------------------------|------------|-----------------|---------------|-----------------|-----------------------|-----------|
| A-DOT001-0E389521-00000017 | Rehab Elem | R/Conc Abutment | Approved | High | No | 7/24/2007 |
| A-DOT001-0E389521-00000013 | Replace | Bridge | Approved | High | No | 7/24/2007 |
| A-DOT001-0E389521-00000015 | Other | Bridge | Approved | High | No | 7/24/2007 |
| A-DOT001-0A496465-00000011 | Repl Super | Bridge | Approved | High | No | 6/20/2005 |