

Highway Bridge Inspection Report

AUGUSTA MEMORIAL BRIDGE MEMORIAL DR over KENNEBEC RIVER + MCRR



Inspection Date: 01/29/2026

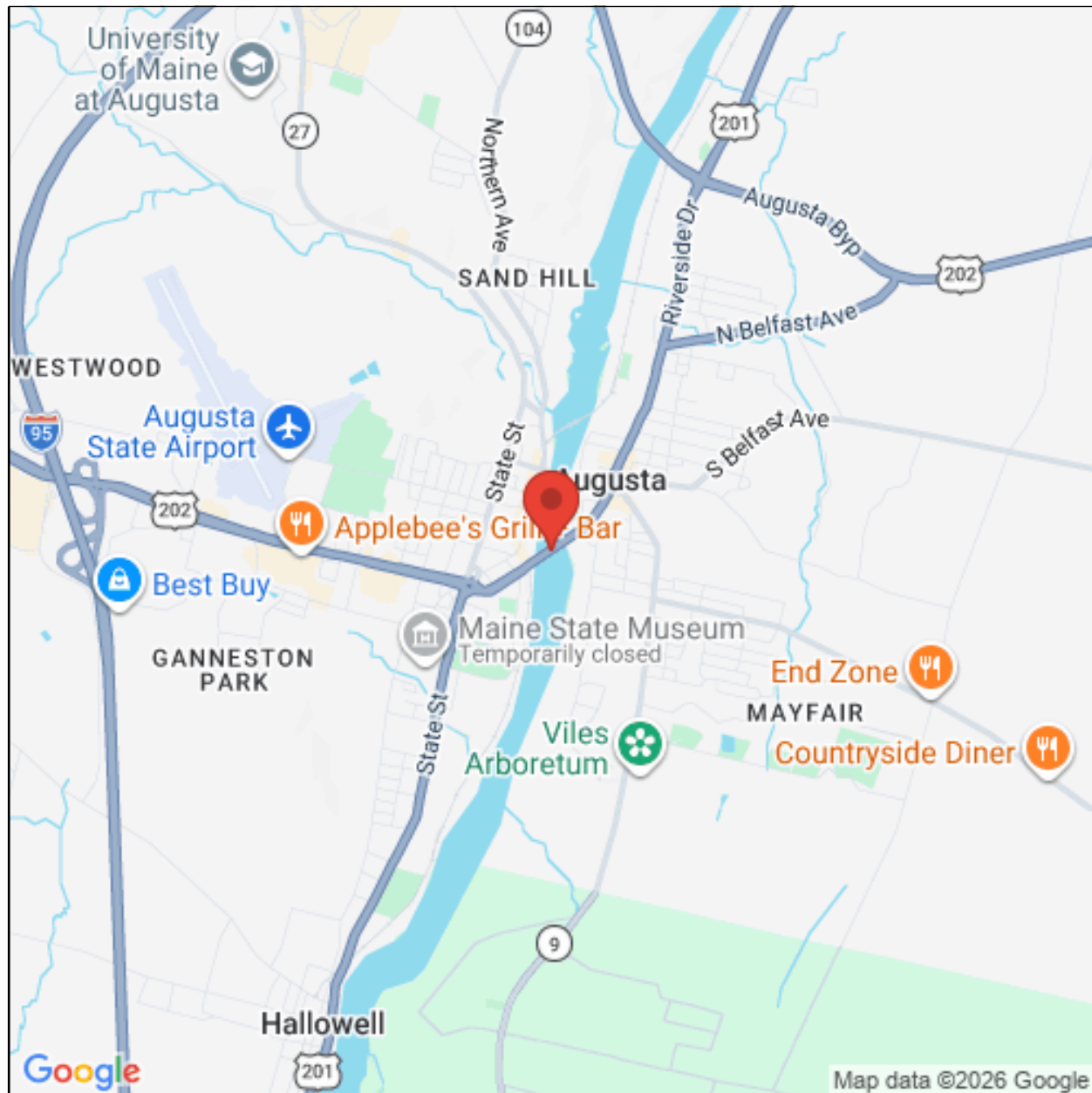
Inspected By: John Maxim

Inspection Type(s): Routine (SNBI)
NSTM (SNBI)

Inspector: Maxim, John
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report



Latitude: 44.31245

Longitude: -69.77286

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Highway Bridge Inspection Report

1: BRIDGE IDENTIFICATION

1.1: Identification

B.ID.01: Bridge Number 5196
B.ID.02: Bridge Name AUGUSTA MEMORIAL BRIDGE
B.ID.03: Previous Bridge Number

1.2: Location

B.L.01: State Code 23 - Maine	B.L.08: Border Bridge State/Country Code
B.L.02: County Code 011 Kennebec	B.L.09: Border Bridge Insp. Responsibility
B.L.03: Place Code 02100	B.L.10: Border Bridge Designated Lead State
B.L.04: Highway Agency District 02 - Mid-Coast	B.L.11: Bridge Location
B.L.05: Latitude 44.312450	.2 MI W 9
B.L.06: Longitude -69.772861	B.L.12: Metropolitan Planning Organization
B.L.07: Border Bridge Number N	

1.3: Classification

B.CL.01: Owner S01 - State transportation department
B.CL.02: Maintenance Responsibility S01 - State transportation department
B.CL.03: Federal / Tribal Land Access N - Not applicable
B.CL.04: Historic Significance 2 - Bridge is eligible for the National Register
B.CL.05: Toll N - Bridge does not carry a toll road and is not a toll bridge
B.CL.06: Emergency Evacuation Designation Y - Emergency evacuation route

2: BRIDGE MATERIAL AND TYPE

2.1: Span Material and Type

B.SP.01: Span Configuration Designation M01
B.SP.02: Number of Spans 5
B.SP.03: Number of Beam Lines 2
B.SP.04: Span Material S04 - Steel - riveted shapes
B.SP.05: Span Continuity 2 - Continuous
B.SP.06: Span Type T01 - Truss - deck
B.SP.07: Span Protective System C01 - Coating - paint
B.SP.08: Deck Interaction CU - Composite - unshored construction
B.SP.09: Deck Material and Type C01 - Reinforced concrete - cast-in-place
B.SP.10: Wearing Surface B01 - Bituminous (asphalt)
B.SP.11: Deck Protective System M02 - Membrane - sheet
B.SP.12: Deck Reinforcing Protective System 0 - None
B.SP.13: Deck Stay-In-Place Forms M01 - Metal

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B.SP.01: Span Configuration Designation A01
B.SP.02: Number of Spans 6
B.SP.03: Number of Beam Lines 2
B.SP.04: Span Material S04 - Steel - riveted shapes
B.SP.05: Span Continuity 1 - Simple or single span
B.SP.06: Span Type G09 - Girder/beam - girder & floor beam
B.SP.07: Span Protective System C01 - Coating - paint
B.SP.08: Deck Interaction NC - Non-composite
B.SP.09: Deck Material and Type C01 - Reinforced concrete - cast-in-place
B.SP.10: Wearing Surface B01 - Bituminous (asphalt)
B.SP.11: Deck Protective System M02 - Membrane - sheet
B.SP.12: Deck Reinforcing Protective System 0 - None
B.SP.13: Deck Stay-In-Place Forms M01 - Metal

B.SP.01: Span Configuration Designation
B.SP.02: Number of Spans
B.SP.03: Number of Beam Lines
B.SP.04: Span Material
B.SP.05: Span Continuity
B.SP.06: Span Type
B.SP.07: Span Protective System
B.SP.08: Deck Interaction
B.SP.09: Deck Material and Type
B.SP.10: Wearing Surface
B.SP.11: Deck Protective System
B.SP.12: Deck Reinforcing Protective System
B.SP.13: Deck Stay-In-Place Forms

B.SP.01: Span Configuration Designation
B.SP.02: Number of Spans
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B.SP.04: Span Material
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B.SP.11: Deck Protective System
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2.2: Substructure Material and Type

B.SB.01: Substructure Configuration Designation A01
B.SB.02: Number of Substructure Units 1
B.SB.03: Substructure Material C01 - Reinforced concrete - cast-in-place
B.SB.04: Substructure Type A06 - Abutment - gravity
B.SB.05: Substructure Protective System 0 - None
B.SB.06: Foundation Type F02 - Footing - on rock
B.SB.07: Foundation Protective System 0 - None

B.SB.01: Substructure Configuration Designation A02
B.SB.02: Number of Substructure Units 1
B.SB.03: Substructure Material C01 - Reinforced concrete - cast-in-place
B.SB.04: Substructure Type A06 - Abutment - gravity
B.SB.05: Substructure Protective System 0 - None
B.SB.06: Foundation Type P01 - Pile - steel H-shape
B.SB.07: Foundation Protective System 0 - None

B.SB.01: Substructure Configuration Designation P01
B.SB.02: Number of Substructure Units 10
B.SB.03: Substructure Material C01 - Reinforced concrete - cast-in-place
B.SB.04: Substructure Type P01 - Pier - wall
B.SB.05: Substructure Protective System 0 - None
B.SB.06: Foundation Type P01 - Pile - steel H-shape
B.SB.07: Foundation Protective System 0 - None

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2.3: Roadside Hardware

B.RH.01: Bridge Railings I

B.RH.02: Transitions I

3: GEOMETRY

B.G.01: NBIS Bridge Length 2093.0

B.G.02: Total Bridge Length 2101.0

B.G.03: Maximum Span Length 350.0

B.G.04: Minimum Span Length 250.0

B.G.05: Bridge Width Out-to-Out 48.5

B.G.06: Bridge Width Curb-to-Curb 34.0

B.G.07: Left Curb or Sidewalk Width 5

B.G.08: Right Curb or Sidewalk Width 5

B.G.09: Approach Roadway Width 34.0

B.G.10: Bridge Median 0 - No median

B.G.11: Skew 0

B.G.12: Curved Bridge CP - Piecewise straight girders

B.G.13: Maximum Bridge Height 50

B.G.14: Sidehill Bridge N - Not a sidehill bridge

B.G.15: Irregular Deck Area

B.G.16: Calculated Deck Area 101898.5

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4: FEATURES

4.1: Feature Identification

B.F.01: Feature Type H01
B.F.02: Feature Location C - Carried on bridge
B.F.03: Feature Name MEMORIAL DR

4.3: Highways

B.H.01: Functional Classification 4 - Minor Arterial
B.H.02: Urban Code Kennebec County
B.H.03: NHS Designation N - Non-NHS
B.H.04: National Highway Freight Network N - Not on the NHFN
B.H.05: STRAHNET Designation N - Not a STRAHNET route
B.H.06: LRS Route ID 201X
B.H.07: LRS Mile Point 31.51
B.H.08: Lanes on Highway 2
B.H.09: Annual Average Daily Traffic 20252
B.H.10: Annual Average Daily Truck Traffic 1012
B.H.11: Year of Annual Average Daily Traffic 2023
B.H.12: Highway Maximum Usable Vertical Clearance 99.9
B.H.13: Highway Minimum Vertical Clearance 99.9
B.H.14: Highway Minimum Horizontal Clearance, Left
B.H.15: Highway Minimum Horizontal Clearance, Right
B.H.16: Highway Maximum Usable Surface Width 34.0
B.H.17: Bypass Detour Length 6
B.H.18: Crossing Bridge Number

4.4: Railroads

B.RR.01: Railroad Service Type
B.RR.02: Railroad Minimum Vertical Clearance
B.RR.03: Railroad Minimum Horizontal Offset

4.5: Navigable Waterways

B.N.01: Navigable Waterway
B.N.02: Navigation Minimum Vertical Clearance
B.N.03: Movable Bridge Max Navigation Vert Clearance
B.N.04: Navigation Channel Width
B.N.05: Navigation Channel Min Horizontal Clearance
B.N.06: Substructure Navigation Protection

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4.1: Feature Identification

B.F.01: Feature Type P01
B.F.02: Feature Location C - Carried on bridge
B.F.03: Feature Name MEMORIAL DR

4.3: Highways

B.H.01: Functional Classification
B.H.02: Urban Code Kennebec County
B.H.03: NHS Designation
B.H.04: National Highway Freight Network
B.H.05: STRAHNET Designation
B.H.06: LRS Route ID
B.H.07: LRS Mile Point
B.H.08: Lanes on Highway
B.H.09: Annual Average Daily Traffic
B.H.10: Annual Average Daily Truck Traffic
B.H.11: Year of Annual Average Daily Traffic
B.H.12: Highway Maximum Usable Vertical Clearance
B.H.13: Highway Minimum Vertical Clearance
B.H.14: Highway Minimum Horizontal Clearance, Left
B.H.15: Highway Minimum Horizontal Clearance, Right
B.H.16: Highway Maximum Usable Surface Width
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B.N.01: Navigable Waterway
B.N.02: Navigation Minimum Vertical Clearance
B.N.03: Movable Bridge Max Navigation Vert Clearance
B.N.04: Navigation Channel Width
B.N.05: Navigation Channel Min Horizontal Clearance
B.N.06: Substructure Navigation Protection

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Highway Bridge Inspection Report

4.1: Feature Identification

B.F.01: Feature Type H02
B.F.02: Feature Location B - Below bridge
B.F.03: Feature Name 100,201,202

4.3: Highways

B.H.01: Functional Classification C-T - TEMP - collector - 5 or 6
B.H.02: Urban Code Kennebec County
B.H.03: NHS Designation N - Non-NHS
B.H.04: National Highway Freight Network N - Not on the NHFN
B.H.05: STRAHNET Designation N - Not a STRAHNET route
B.H.06: LRS Route ID 1110006
B.H.07: LRS Mile Point 0.38
B.H.08: Lanes on Highway 2
B.H.09: Annual Average Daily Traffic 2812
B.H.10: Annual Average Daily Truck Traffic 140
B.H.11: Year of Annual Average Daily Traffic 2014
B.H.12: Highway Maximum Usable Vertical Clearance 26.1
B.H.13: Highway Minimum Vertical Clearance
B.H.14: Highway Minimum Horizontal Clearance, Left 8.5
B.H.15: Highway Minimum Horizontal Clearance, Right 6.5
B.H.16: Highway Maximum Usable Surface Width 44.9
B.H.17: Bypass Detour Length 0
B.H.18: Crossing Bridge Number

4.4: Railroads

B.RR.01: Railroad Service Type
B.RR.02: Railroad Minimum Vertical Clearance
B.RR.03: Railroad Minimum Horizontal Offset

4.5: Navigable Waterways

B.N.01: Navigable Waterway
B.N.02: Navigation Minimum Vertical Clearance
B.N.03: Movable Bridge Max Navigation Vert Clearance
B.N.04: Navigation Channel Width
B.N.05: Navigation Channel Min Horizontal Clearance
B.N.06: Substructure Navigation Protection

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4.1: Feature Identification

B.F.01: Feature Type W01
B.F.02: Feature Location B - Below bridge
B.F.03: Feature Name KENNEBEC RIVER + MCRR

4.3: Highways

B.H.01: Functional Classification
B.H.02: Urban Code
B.H.03: NHS Designation
B.H.04: National Highway Freight Network
B.H.05: STRAHNET Designation
B.H.06: LRS Route ID
B.H.07: LRS Mile Point
B.H.08: Lanes on Highway
B.H.09: Annual Average Daily Traffic
B.H.10: Annual Average Daily Truck Traffic
B.H.11: Year of Annual Average Daily Traffic
B.H.12: Highway Maximum Usable Vertical Clearance
B.H.13: Highway Minimum Vertical Clearance
B.H.14: Highway Minimum Horizontal Clearance, Left
B.H.15: Highway Minimum Horizontal Clearance, Right
B.H.16: Highway Maximum Usable Surface Width
B.H.17: Bypass Detour Length
B.H.18: Crossing Bridge Number

4.4: Railroads

B.RR.01: Railroad Service Type
B.RR.02: Railroad Minimum Vertical Clearance
B.RR.03: Railroad Minimum Horizontal Offset

4.5: Navigable Waterways

B.N.01: Navigable Waterway Y - Navigable waters
B.N.02: Navigation Minimum Vertical Clearance 69.8
B.N.03: Movable Bridge Max Navigation Vert Clearance
B.N.04: Navigation Channel Width 66.9
B.N.05: Navigation Channel Min Horizontal Clearance
B.N.06: Substructure Navigation Protection 2 - Protective system in place and functioning

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4.1: Feature Identification

B.F.01: Feature Type R01
B.F.02: Feature Location B - Below bridge
B.F.03: Feature Name KENNEBEC RIVER + MCRR

4.3: Highways

B.H.01: Functional Classification
B.H.02: Urban Code
B.H.03: NHS Designation
B.H.04: National Highway Freight Network
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B.H.06: LRS Route ID
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B.H.10: Annual Average Daily Truck Traffic
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B.H.12: Highway Maximum Usable Vertical Clearance
B.H.13: Highway Minimum Vertical Clearance
B.H.14: Highway Minimum Horizontal Clearance, Left
B.H.15: Highway Minimum Horizontal Clearance, Right
B.H.16: Highway Maximum Usable Surface Width
B.H.17: Bypass Detour Length
B.H.18: Crossing Bridge Number

4.4: Railroads

B.RR.01: Railroad Service Type
B.RR.02: Railroad Minimum Vertical Clearance 26.1
B.RR.03: Railroad Minimum Horizontal Offset 6.5

4.5: Navigable Waterways

B.N.01: Navigable Waterway
B.N.02: Navigation Minimum Vertical Clearance
B.N.03: Movable Bridge Max Navigation Vert Clearance
B.N.04: Navigation Channel Width
B.N.05: Navigation Channel Min Horizontal Clearance
B.N.06: Substructure Navigation Protection

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4.2: Routes

Highway Feature H01 - Highway 1
B.RT.01: Route Designation R01
B.RT.02: Route Number 201
B.RT.03: Route Direction EW - Eastbound and Westbound
B.RT.04: Route Type 3 - State route
B.RT.05: Service Type 1 - Mainline

Highway Feature H01 - Highway 1
B.RT.01: Route Designation R02
B.RT.02: Route Number
B.RT.03: Route Direction
B.RT.04: Route Type
B.RT.05: Service Type

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5: LOADS, LOAD RATINGS, AND POSTING

5.1: Loads and Load Rating

B.LR.01: Design Load HS20 - HS-20
B.LR.02: Design Method ASD - Allowable Stress Design
B.LR.03: Load Rating Date 09/06/2024
B.LR.04: Load Rating Method LRFR - Load and Resistance Factor Rating
B.LR.05: Inventory Load Rating Factor 0.65
B.LR.06: Operating Load Rating Factor 0.84
B.LR.07: Controlling Legal Load Rating Factor 1.01
B.LR.08: Routine Permit Loads A - Bridge carries routine permit loads. Load capacity is adequate for all routine permit loads; no routine permit loads are restricted.

5.2: Load Posting Status

B.PS.01: Load Posting Status: PO - Open

B.PS.02: Posting Status Change Date: 09/06/2024

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5.3: Load Evaluation and Posting

	B.EP.01: Legal Load Configuration	B.EP.02: Legal Load Rating Factor	B.EP.03: Posting Type	B.EP.04: Posting Value
Legal Vehicles	(3) Type 3			Tons
	(3S2) Type 3S2			Tons
	(3-3) Type 3-3			Tons
Specialized Hauling Vehicles (SHV)		1.61		Tons
		1.45		Tons
		1.32		Tons
		1.22		Tons
		1.20		Tons
Emergency Vehicles		1.52		Tons
		1.04		Tons

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6: INSPECTIONS

6.1: Inspection Requirements

B.IR.01: NSTM Inspection Required Y - NSTM inspection required
B.IR.02: Fatigue Details Y - E/E??? details are present
B.IR.03: Underwater Inspection Required Y - Underwater inspection required
B.IR.04: Complex Feature N - Bridge does not have complex feature

6.2: Inspection Events

Initial	B.IE.01: Inspection Type	(1) Initial
	B.IE.02: Inspection Begin Date	
	B.IE.03: Inspection Completion Date	
	B.IE.04: Nationally Certified Bridge Inspector	
	B.IE.05: Inspection Interval	
	B.IE.06: Inspection Due Date	
	B.IE.07: Risk-Based Inspection Interval Method ..	
	B.IE.08: Inspection Quality Control Date	
	B.IE.09: Inspection Quality Assurance Date	
	B.IE.10: Inspection Data Update Date	
	B.IE.11: Inspection Note	
	B.IE.12: Inspection Equipment	
Routine	B.IE.01: Inspection Type	(2) Routine
	B.IE.02: Inspection Begin Date	01/29/2026
	B.IE.03: Inspection Completion Date	03/03/2026
	B.IE.04: Nationally Certified Bridge Inspector	John (Sam) Maxim- MDOT
	B.IE.05: Inspection Interval	24
	B.IE.06: Inspection Due Date	03/03/2028
	B.IE.07: Risk-Based Inspection Interval Method ..	1 - Method 1
	B.IE.08: Inspection Quality Control Date	03/11/2026
	B.IE.09: Inspection Quality Assurance Date	03/12/2026
	B.IE.10: Inspection Data Update Date	
	B.IE.11: Inspection Note	
	B.IE.12: Inspection Equipment	A03 - Under bridge inspection vehicle
Underwater	B.IE.01: Inspection Type	(3) Underwater
	B.IE.02: Inspection Begin Date	08/01/2023
	B.IE.03: Inspection Completion Date	
	B.IE.04: Nationally Certified Bridge Inspector	
	B.IE.05: Inspection Interval	60
	B.IE.06: Inspection Due Date	
	B.IE.07: Risk-Based Inspection Interval Method ..	
	B.IE.08: Inspection Quality Control Date	
	B.IE.09: Inspection Quality Assurance Date	
	B.IE.10: Inspection Data Update Date	
	B.IE.11: Inspection Note	
	B.IE.12: Inspection Equipment	

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NSTM

B.IE.01: Inspection Type (4) NSTM
B.IE.02: Inspection Begin Date 01/29/2026
B.IE.03: Inspection Completion Date 03/03/2026
B.IE.04: Nationally Certified Bridge Inspector John (Sam) Maxim- MDOT
B.IE.05: Inspection Interval 24
B.IE.06: Inspection Due Date 03/03/2028
B.IE.07: Risk-Based Inspection Interval Method .. 1 - Method 1
B.IE.08: Inspection Quality Control Date 03/11/2026
B.IE.09: Inspection Quality Assurance Date 03/12/2026
B.IE.10: Inspection Data Update Date
B.IE.11: Inspection Note

B.IE.12: Inspection Equipment A03 - Under bridge inspection vehicle

Damage

B.IE.01: Inspection Type (5) Damage
B.IE.02: Inspection Begin Date
B.IE.03: Inspection Completion Date
B.IE.04: Nationally Certified Bridge Inspector
B.IE.05: Inspection Interval
B.IE.06: Inspection Due Date
B.IE.07: Risk-Based Inspection Interval Method ..
B.IE.08: Inspection Quality Control Date
B.IE.09: Inspection Quality Assurance Date
B.IE.10: Inspection Data Update Date
B.IE.11: Inspection Note

B.IE.12: Inspection Equipment

In-Depth

B.IE.01: Inspection Type (6) In-Depth
B.IE.02: Inspection Begin Date
B.IE.03: Inspection Completion Date
B.IE.04: Nationally Certified Bridge Inspector
B.IE.05: Inspection Interval
B.IE.06: Inspection Due Date
B.IE.07: Risk-Based Inspection Interval Method ..
B.IE.08: Inspection Quality Control Date
B.IE.09: Inspection Quality Assurance Date
B.IE.10: Inspection Data Update Date
B.IE.11: Inspection Note

B.IE.12: Inspection Equipment

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Special

B.IE.01: Inspection Type (7) Special
B.IE.02: Inspection Begin Date 05/01/2021
B.IE.03: Inspection Completion Date
B.IE.04: Nationally Certified Bridge Inspector
B.IE.05: Inspection Interval 60
B.IE.06: Inspection Due Date
B.IE.07: Risk-Based Inspection Interval Method ..
B.IE.08: Inspection Quality Control Date
B.IE.09: Inspection Quality Assurance Date
B.IE.10: Inspection Data Update Date
B.IE.11: Inspection Note

B.IE.12: Inspection Equipment

Service or
Frontage
Road

B.IE.01: Inspection Type (8) Service or frontage road
B.IE.02: Inspection Begin Date
B.IE.03: Inspection Completion Date
B.IE.04: Nationally Certified Bridge Inspector
B.IE.05: Inspection Interval
B.IE.06: Inspection Due Date
B.IE.07: Risk-Based Inspection Interval Method ..
B.IE.08: Inspection Quality Control Date
B.IE.09: Inspection Quality Assurance Date
B.IE.10: Inspection Data Update Date
B.IE.11: Inspection Note

B.IE.12: Inspection Equipment

Scour
Monitoring

B.IE.01: Inspection Type (9) Scour Monitoring
B.IE.02: Inspection Begin Date
B.IE.03: Inspection Completion Date
B.IE.04: Nationally Certified Bridge Inspector
B.IE.05: Inspection Interval
B.IE.06: Inspection Due Date
B.IE.07: Risk-Based Inspection Interval Method ..
B.IE.08: Inspection Quality Control Date
B.IE.09: Inspection Quality Assurance Date
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Highway Bridge Inspection Report

7: BRIDGE CONDITION

7.1: Component Condition Ratings

B.C.01: Deck Condition Rating 6 - SATISFACTORY - Widespread minor or isolated moderate defects.
B.C.02: Superstructure Condition Rating 6 - SATISFACTORY - Widespread minor or isolated moderate defects.
B.C.03: Substructure Condition Rating 6 - SATISFACTORY - Widespread minor or isolated moderate defects.
B.C.04: Culvert Condition Rating N - NOT APPLICABLE - Component does not exist.
B.C.05: Bridge Railing Condition Rating 6 - SATISFACTORY - Widespread minor or isolated moderate defects.
B.C.06: Bridge Railing Transitions Condition Rating .. 6 - SATISFACTORY - Widespread minor or isolated moderate defects.
B.C.07: Bridge Bearings Condition Rating 6 - SATISFACTORY - Widespread minor or isolated moderate defects.
B.C.08: Bridge Joints Condition Rating 6 - SATISFACTORY - Widespread minor or isolated moderate defects.
B.C.09: Channel Condition Rating 6 - SATISFACTORY - Widespread minor or isolated moderate defects.
B.C.10: Channel Protection Condition Rating 6 - SATISFACTORY - Widespread minor or isolated moderate defects.
B.C.11: Scour Condition Rating 6 - SATISFACTORY - Widespread minor or isolated moderate scour.
B.C.12: Bridge Condition Classification F
B.C.13: Lowest Condition Rating Code 6
B.C.14: NSTM Inspection Condition 6 - SATISFACTORY - Widespread minor or isolated moderate defects.
B.C.15: Underwater Inspection Condition 7 - GOOD - Some minor defects.

7.4: Appraisal

B.AP.01: Approach Roadway Alignment G - Good
B.AP.02: Overtopping Likelihood 1 - Remote - once every 100 years or less frequently
B.AP.03: Scour Vulnerability B - Scour appraisal completed. Bridge determined to be stable for scour, dependent upon designed, and functioning countermeasures.
B.AP.04: Scour Plan of Action 0 - A scour POA is not required.
B.AP.05: Seismic Vulnerability N - Bridge does not require seismic evaluation due to low anticipated ground motion or agency prioritization.

7.5: Work Events

B.W.01: Year Built 1949

B.W.02: Year Work Performed ... 2006

B.W.03: Work Performed ["IP1","DK1","BG1","JT1","RT1"]

B.W.02: Year Work Performed ... 2012

B.W.03: Work Performed ["SP6"]

B.W.02: Year Work Performed ... 2025

B.W.03: Work Performed ["0"]

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Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Underwater Dive Inspection Report

Structure Number: 5196

Bridge Name: AUGUSTA MEMORIAL BRIDGE

Town 1: 11020 - Augusta

Town 2:

Division: Fairfield

DiveID: 850

☐ Tidal:

Location: .2 MI W 9

Photos:

Tide Information: Dove low tide long window. lo tide today @ 9:21am (Augusta)

topside

Dive Entry Location: Boat landing upstream.

Scour: Minor scour on pier 3, footing exposed

Comments/Hazards:

can be done at low tide - vis not bad.
deep hole in front of Pier #3

Streambed Description:

Gravel and boulders.

Channel Description:

Scour action revealed on pier 2/3. Pier 4 dry at low tide.
Pier 2 has 30" footing exposed max, on downstream channel corner.
Pier 3 has 6' seal exposed max. on upstream end.

Substructure Description:

Inspected piers 2 and 3. Four nearly out of water. Noted up to 5' vertical face of seal exposed at upstream pier 3.
2003: Piers have some scour action as noted in channel description.

2009: No major changes in cond. or exposure of footings/seal. Scour appears to be slightly worse and probably should be on grout repair list.

2015: Middle channel pier remains heavily scoured exposing seal foundation on upstream end. No major changes from previous report. Ratings remain same.

2019: Pier #3 has about 6' of scour hole immediately in front of pier seal foundation. 8' deep. just 4' upstream is 4' deep.
Pier #2 has about 30" scour depth on downstream, channel corner of footing. No major changes. Ratings remain same.

2023: Piers 2 and 3 have footing exposed, No under mining found.

Inspection Team:

Stevens

Role:

TL

Costigan

T

Peaslee

D

Norman

D

Brunelle

SD

Dive Conditions:

Time: Entry: 12:31 AM/PM pm

Time: Exit: 1:11 AM/PM pm

Water Temp: 72

Visibility (ft): 8

Max Depth (ft): 11'8"

Current: slow

Weather: sunny

Underwater Inspection Date: 08/01/2023

Channel Condition: 5

Substr/Culvert Condition: 7

Inspection Cycle: Y60

Inspector: Maxim,John

Structure Number: 5196

Inspection Date: 01/29/2026

Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Ratings Comments:

scour at #2 & #3 piers

Inspector: Maxim, John
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Inspection Notes

Structure Number: 5196

Town: Augusta

Structure Name: AUGUSTA MEMORIAL BRIDGE

Structure Notes

This bridge is oriented from west to east with all elements typically designated from north to south and west to east. The Kennebec River flows from north to south and is tidally influenced where the water surface elevation has a typical variation between three to five feet.

The Memorial Bridge (MaineDOT Bridge Number 5196), constructed in 1949, carries two lanes of State Route 100 and US Routes 201 & 202 over the Kennebec River, Arsenal Street, Howard Street, the Kennebec River Rail Trail, and relief in the City of Augusta (see photos 1 through 7). The bridge consists of eleven spans with a total structure length of 2092'-5". There is one span of rolled steel beams (span 1); five spans of continuous cantilevered, riveted, Pratt design, steel deck trusses (spans 2 through 6); and five spans of built-up, riveted, steel girders (spans 7 through 11). The floor system in the truss and girder spans consists of rolled steel floorbeams and stringers that are composite with the half-filled steel grid deck.

The original 6 1/4" thick reinforced concrete deck was replaced in 2006 with a 5 3/16" thick half-filled steel grid deck with a 1" thick lightweight concrete overfill. The deck was constructed to be continuous and composite with the floorbeams and stringers. The top of deck is protected by a hot mix asphalt wearing surface and the underside of the concrete deck fill is hidden by stay-in-place forms.

The substructure consists of two reinforced concrete abutments and ten reinforced concrete piers. All substructure elements are founded on steel piles, except for the west abutment which is founded on a reinforced concrete spread footing. Pier 1 consists of two stub columns and caps. The concrete columns at pier 1 support two steel columns with a rolled steel crossbeam that support the stringers in span 1. Piers 2 through 5 are solid stem piers with pier caps. Pier 6 is a solid stem pier supporting two columns with a reinforced concrete strut. Piers 7 through 10 are comprised of two columns with a reinforced concrete strut.

The bridge numbering system and nomenclature for this report is similar to the convention set in the 1948 design drawings and the previous inspection report. The truss joints are numbered from 0 to 1 from west to east. The floorbeams in the truss spans are labeled as FB0 at pier 1 through FB58 at pier 6. There are two floorbeams at truss joints U6, U26, U32 and U52 (pin locations). A west (W) and east (E) designation is added to each of these floorbeam labels (i.e., FB6W and FB6E at truss joint U6). The floorbeams within the girder spans are labeled as FB0 through FB5 in each span from west to east. The stringers throughout the bridge are labeled as S1 through S7 between each floorbeam from north to south. The beams in span 1 are labeled as B1 through B13 from north to south. The trusses and girders are labeled south and north. The spans are numbered 1 through 11 and the piers are numbered 1 through 10 from west to east. At pier 1, the steel columns are labeled north and south and the crossbeam is referred to as pier 1 crossbeam. The abutments are labeled west and east. The lighting standards on both sides of the roadway are numbered from 1 to 20 from east to west, with the odd numbers on the north side and even numbers on the south side. The lighting standards are labeled with the respective number.

The roadway consists of two, 12'-0" wide travel lanes and two, 5'-0" wide shoulders. The bridge railing which separates the 5'-0" wide sidewalks on each side of the bridge, from the roadway, consists of a reinforced concrete Texas T203 style traffic railing. The pedestrian railing, at each fascia of the bridge, consists of horizontal steel tubular rails, u-shaped balusters, and H-shape vertical posts. In addition, there is a 12'-5" high, chain-link, anti-missile fence at each fascia of the bridge.

This bridge has been determined eligible for inclusion on the National Register of Historic Places as the oldest and the largest example of cantilevered truss design in the State of Maine. The Memorial Bridge is considered to be historic since it represents a significant example of its design and demonstrates a mature understanding and conservative use of well-established bridge technologies by the state bridge division during the post-World War II period.

REHABILITATION NOTES

The bridge was rehabilitated through several projects between 2006 and 2012. The 2006 rehabilitation project consisted of a bridge widening with the installation of a new composite steel grid deck with lightweight concrete fill, steel fascia stringers, bearings, deck joints, bridge railing, anti-missile fence, installation of approach spans 7 through 11 girder splice plates at the piers, installation of a fixed pin support system with truss strengthening at truss members L6U6, L32U32, and L52U52, and deck drainage modifications. In addition, the abutments and pier 5 were rehabilitated. In 2012, a complete bridge cleaning and painting with structural steel repairs was performed.

Wearing Surface

The hot mix asphalt wearing surface exhibits scattered widely spaced transverse hairline cracks and isolated longitudinal hairline cracks. Light to moderate amounts of sand and debris have collected in the shoulders. There is light rutting in the wheelpaths.

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Deck

SNBI: Deck 6

DECK CONDITION

The deck was replaced in 2006 with steel grid deck panels, half-filled with lightweight concrete. It is hidden by a hot mix asphalt wearing surface above and stay-in-place forms below. The visible portion of the transverse main bars of the steel grid (below the stay-in-place forms) exhibit isolated areas of rusting, typically along areas of heavy corrosion to the stay-in-place forms. These areas of heavy corrosion are scattered through the bottom of the deck.

The stay-in-place forms exhibit moderate to heavy rust adjacent to the scupper downspouts, along the neoprene drainage troughs, at the steel grid deck panel splices and floorbeam top flanges between stringers S1-S2 and S6-S7. At a few locations, the stay-in-place forms are rusted through or exhibit minor bulges that expose the concrete portion of the deck.

DRAINAGE

Isolated drainage scuppers are partially or fully clogged with debris.

The drainage downspouts at the steel diversion troughs on the north side in spans 9 and 10 are completely clogged with debris.

There are neoprene drainage troughs beneath the finger joints at pier 1, pier 6, and in span 4 at truss joint U26. The neoprene drainage troughs are typically collecting sand and debris and exhibit leakage around the downspouts and each end of the drainage trough.

At pier 1 at the midpoint, the corrugated pipe embedded in the ground below the drainage downspout is completely clogged with dirt and debris.

At pier 6, the south half of the drainage trough is disconnected from floorbeam FB58 for most of the length, allowing salt laden roadway runoff to contact the superstructure and substructure elements below. In addition, the downspout at the midpoint is completely clogged with debris and ice.

DECK JOINTS

The strip seal at the east abutment is partially filled with debris. In addition, the steel armor exhibits minor bends/gouges at scattered locations with small tears in the seal.

The steel armor finger joints at pier 1, span 4, and pier 6 exhibit isolated minor gouges up to 1/8" deep. There is minor misalignment between the fingers at the span 4 truss joint 26 and pier 6 deck joints.

RAIL

On the South rail there are two missing bolts connecting the rail.

Superstructure

SNBI: Superstructure 6

Overall paint remained in good condition and no new areas of pitting and section loss were found.

STRINGERS

Isolated interior stringers exhibit painted-over up to 1/8" section loss (combined from both faces) x up to 3" high at the lower portion of the web, typically near the connection to the floorbeams. In addition, there are isolated interior stringers which exhibit painted-over up to 1/8" pitting x up to the full width of the bottom flange at midspan between floorbeams and isolated interior stringers in hard contact with the webs of the floorbeams with light abrasion dust.

FLOORBEAMS

Isolated floorbeam top flanges exhibit up to 1/8" section loss x up to full width. There are some areas with peeling paint and light rust, isolated along the edge of the top flanges at the interface with the stay-in-place forms. There are several floorbeams that exhibit 1/8" to 3/16" section loss x up to 7" high to the lower portion of the web over and adjacent to the bearing area at the trusses. In addition, several floorbeams exhibit up to 1/8" section loss x up to the full width throughout the bottom flanges.

The webs of floorbeams FB0 in span 2, FB58 in span 6 and FB0 in span 7 exhibit up to 4 1/2" long partial depth cracks in the weld at the top of the vertical stiffener plate.

There is heavy active rusting on the floorbeams adjacent to the broken trough on the East side. Difficult to gauge section loss but thin sheets of rust could be chipped away.

GIRDERS

The beams in span 1 exhibit isolated minor painted over up to 1/16" section loss x 6" high to the lower portion of the web.

The girders (in spans 7 through 11) exhibit scattered areas of up to 1/8" section loss x up to 5'-9" high to the web plates along the bottom flange angles and stiffeners. The girder top and bottom flange cover plates typically exhibit scattered areas of up to 1/8" pitting and up to 3/8" pack rust throughout girder spans 7 through 11.

TRUSSES MEMBERS

The truss members typically exhibit scattered areas of up to 1/4" painted over pitting to all components and isolated areas of minor corrosion holes in the perforated plates up to 7" wide x 2" long. The corrosion holes are typically located within the limits of or adjacent to the gusset plates at the truss joints. There is up to 1 1/4" pack rust between the flange angles and top/bottom perforated plates and between the flange angles and web plates.

The interior web plates adjacent to the alignment pin at truss member L26L27 at truss joint L26 of the south truss in span 4 exhibits two areas of 100% loss x up to 4" high with the remaining web exhibiting up to 3/16" average section loss x the remaining height. The lower chord truss member L26L27 at truss joint L26 of the north truss in span 4 is in similar but less severe condition.

There is a 1 1/2" long crack at the north edge of the top perforated plate due to 1" thick pack rust between the top plate and channel at the mid-height of L9U10 on the north truss in span 2.

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TRUSS GUSSET PLATES

The truss gusset plates typically exhibit up to 1/8" painted over section loss with isolated areas of up to 1/4" pitting scattered throughout. There are isolated gusset plates with minor gouges up to the full thickness of the free edge. In addition, isolated truss lower chord gusset plates exhibit locations of up to 1/2" thick pack rust between the gusset plate and the truss members.

There is up to a 5/16" bow to the south over the full length of the east free edge of the north gusset at truss joint U0 of the south truss in span 2. There is up to a 1/4" bow to the north over the full length of the east free edge of the south gusset at truss joint L46 of the north truss in span 5.

There is a steel plate welded to the lower portion at the middle of the exterior face of the south gusset plate at truss joint L41 of the south truss in span 5. The vertical weld at the east end of this plate has a 2 3/4" long crack.

The upper gusset plates adjacent to the deck joints at the pin connections (truss joints 6, 26, 32, 52) typically exhibit up to 1 1/8" thick pack rust between the top of the gusset plates at the pins and up to 5/8" thick pack rust and bowing between the plates below the upper chord pins.

PIN & HANGERS

The truss spans contain fixed hinge pins at the upper chord truss joints U6, U32, and U52. There is typically up to 1/4" section loss to all components of the pin and hanger assembly.

At the upper pin connections, there are up to 1/2" gaps between the interior link plate and the unloaded side of the pin. In addition, there is hard contact (which may be restricting movement) with heavy abrasion dust between the bottom of the exterior link plate and the plate bracket at both trusses.

The lower chord truss joints at the alignment pins exhibit isolated moderate to heavy abrasion dust between the alignment pins and the web guide plates at truss joints. The alignment pins exhibit up to 1/2" section loss due to abrasion/gouging from movement along the web guide plates. The web guide plates along the slotted holes exhibit up to 7/8" section loss due to the alignment pin contact during normal bridge movement. These gouges in the alignment pins and slotted holes may be restricting movement.

BEARINGS

The steel bearings at the west abutment and at piers 2 through 5 typically exhibit up to 1/8" pitting to all surfaces.

The span 1 fixed steel plate bearings at the west abutment typically exhibit light rust bleed through the paint and up to 1/2" pack rust between the sole plates and masonry plates. There is 1 of 2 anchor bolts broken for the beam B1 bearing.

The south sides of the truss expansion bearings at piers 2 and 5 are in hard contact with the upper portion of the rocker near the pins at both truss expansion bearings. There is light abrasion dust at these locations.

Substructure

SNBI Substructure: 6

ABUTMENTS

The abutments typically exhibit scattered hairline vertical, diagonal and map cracks, some with light efflorescence. In addition, the breastwalls exhibit isolated spalls and delaminations.

PIERS

The piers typically exhibit up to 1/4" wide map cracks, some with efflorescence. The pierwalls of piers 2 through 4 within the tidal zone exhibit heavy scaling with vertical cracks up to 1" wide with penetrations up to 4" deep. In addition, the columns, pierwalls and pier caps exhibit up to 6'-5" wide x 8'-0" long x 1 3/4" deep spalls and delaminations.

Culvert

SNBI Culvert: N

Channel

SNBI Channel: 6

EMBANKMENT EROSION

Both channel embankments exhibit minor slumping and light vegetation growth leaning toward the channel.

Other

WORK ACCESS NOTES

The majority of the bridge was inspected using the departments new UBIT. However, the UBIT could not access the two eastern spans due to trees and powerlines. The approved TAMEing for the inspection was from 0900-1500 T-Tr. This inspection also required a press release

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in coordination with the Office of Creative Services.

The catwalk can be accessed from the ground at pier 1 through a gate secured with a combination lock.

There is debris including hypodermic needles below span 1 and at the east abutment. Caution should be used when accessing these areas.

All streetlights have have paint loss and corrosion a few feet up from the base.

Special Inspection

Monitoring

Pontis Notes

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Rollup

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
29 - Steel Deck with Concrete Filled Grid	2 - Low	101888	sq. ft.	101828	60	0	0
510 - Wearing Surfaces		49301	sq. ft.	0	49301	0	0
107 - Steel Open Girder/Beam	2 - Low	1676	ft.	1176	0	500	0
515 - Steel Protective Coating		31965	sq. ft.	29965	2000	0	0
113 - Steel Stringer	2 - Low	14151	ft.	3311	8539	2301	0
515 - Steel Protective Coating		80697	sq. ft.	80347	350	0	0
120 - Steel Truss	2 - Low	2900	ft.	2900	0	0	0
515 - Steel Protective Coating		156876	sq. ft.	155276	1350	250	0
152 - Steel Floor Beam	2 - Low	4160	ft.	412	742	3006	0
515 - Steel Protective Coating		34538	sq. ft.	33668	800	70	0
161 - Steel Pin and Pin & Hanger Assembly or both	2 - Low	8	each	0	0	8	0
515 - Steel Protective Coating		604	sq. ft.	604	0	0	0
162 - Steel Gusset Plate	2 - Low	472	each	0	152	320	0
515 - Steel Protective Coating		9610	sq. ft.	9010	600	0	0
202 - Steel Column	2 - Low	2	each	0	0	2	0
515 - Steel Protective Coating		232	sq. ft.	207	20	5	0
205 - Reinforced Concrete Column	2 - Low	12	each	0	10	2	0
210 - Reinforced Concrete Pier Wall	2 - Low	227	ft.	0	217	10	0
215 - Reinforced Concrete Abutment	2 - Low	118	ft.	0	118	0	0
302 - Compression Joint Seal	3 - Mod.	49	ft.	0	49	0	0
305 - Assembly Joint without Seal	3 - Mod.	146	ft.	138	8	0	0
310 - Elastomeric Bearing	2 - Low	12	each	12	0	0	0
311 - Movable Bearing	2 - Low	8	each	0	2	6	0
515 - Steel Protective Coating		631	sq. ft.	581	50	0	0
313 - Fixed Bearing	2 - Low	21	each	0	0	21	0
515 - Steel Protective Coating		392	sq. ft.	377	15	0	0
330 - Metal Bridge Railing	2 - Low	4166	ft.	4166	0	0	0
515 - Steel Protective Coating		11920	sq. ft.	11820	100	0	0
331 - Reinforced Concrete Bridge Railing	3 - Mod.	4180	ft.	4145	35	0	0
801 - Beam End	2 - Low	30	each	30	0	0	0
812 - Street Lighting	2 - Low	21	each	0	21	0	0
820 - Reinforced Concrete Wall	2 - Low	60	ft.	0	60	0	0

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Highway Bridge Inspection Report

Rollup

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
341 - Asphalt Wearing Surface with Membrane	3 - Mod.	71363	sq. ft.	0	71363	0	0
861 - Beam End – Protective Coating	2 - Low	30	each	30	0	0	0

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Deck Truss

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
29-Steel Deck with Concrete Filled Grid	2 - Low	70527	sq. ft.	70482	45	0	0
510-Wearing Surfaces		49301	sq. ft.	0	49301	0	0
113-Steel Stringer	2 - Low	10150	ft.	0	8539	1611	0
515-Steel Protective Coating		58643	sq. ft.	58393	250	0	0
120-Steel Truss	2 - Low	2900	ft.	2900	0	0	0
515-Steel Protective Coating		156876	sq. ft.	155276	1350	250	0
152-Steel Floor Beam	2 - Low	2788	ft.	0	742	2046	0
515-Steel Protective Coating		23131	sq. ft.	22536	544	51	0
161-Steel Pin and Pin & Hanger Assembly or both	2 - Low	8	each	0	0	8	0
515-Steel Protective Coating		604	sq. ft.	604	0	0	0
162-Steel Gusset Plate	2 - Low	472	each	0	152	320	0
515-Steel Protective Coating		9610	sq. ft.	9010	600	0	0
210-Reinforced Concrete Pier Wall	2 - Low	227	ft.	0	217	10	0
305-Assembly Joint without Seal	3 - Mod.	146	ft.	138	8	0	0
310-Elastomeric Bearing	2 - Low	2	each	2	0	0	0
311-Movable Bearing	2 - Low	6	each	0	0	6	0
515-Steel Protective Coating		622	sq. ft.	576	46	0	0
313-Fixed Bearing	2 - Low	4	each	0	0	4	0
515-Steel Protective Coating		350	sq. ft.	345	5	0	0
330-Metal Bridge Railing	2 - Low	2959	ft.	2959	0	0	0
515-Steel Protective Coating		8297	sq. ft.	8227	70	0	0
331-Reinforced Concrete Bridge Railing	3 - Mod.	2900	ft.	2876	24	0	0
812-Street Lighting	2 - Low	15	each	0	15	0	0
841-Asphalt Wearing Surface with Membrane	3 - Mod.	49301	sq. ft.	0	49301	0	0

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Highway Bridge Inspection Report

Approaches

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
29-Steel Deck with Concrete Filled Grid	2 - Low	31361	sq. ft.	31346	15	0	0
107-Steel Open Girder/Beam	2 - Low	1676	ft.	1176	0	500	0
515-Steel Protective Coating		31965	sq. ft.	29965	2000	0	0
113-Steel Stringer	2 - Low	4001	ft.	3311	0	690	0
515-Steel Protective Coating		22054	sq. ft.	21954	100	0	0
152-Steel Floor Beam	2 - Low	1372	ft.	412	0	960	0
515-Steel Protective Coating		11407	sq. ft.	11132	256	19	0
202-Steel Column	2 - Low	2	each	0	0	2	0
515-Steel Protective Coating		232	sq. ft.	207	20	5	0
205-Reinforced Concrete Column	2 - Low	12	each	0	10	2	0
215-Reinforced Concrete Abutment	2 - Low	118	ft.	0	118	0	0
302-Compression Joint Seal	3 - Mod.	49	ft.	0	49	0	0
310-Elastomeric Bearing	2 - Low	10	each	10	0	0	0
311-Movable Bearing	2 - Low	2	each	0	2	0	0
515-Steel Protective Coating		9	sq. ft.	5	4	0	0
313-Fixed Bearing	2 - Low	17	each	0	0	17	0
515-Steel Protective Coating		42	sq. ft.	32	10	0	0
330-Metal Bridge Railing	2 - Low	1207	ft.	1207	0	0	0
515-Steel Protective Coating		3623	sq. ft.	3593	30	0	0
331-Reinforced Concrete Bridge Railing	3 - Mod.	1280	ft.	1269	11	0	0
801-Beam End	2 - Low	30	each	30	0	0	0
812-Street Lighting	2 - Low	6	each	0	6	0	0
820-Reinforced Concrete Wall	2 - Low	60	ft.	0	60	0	0
841-Asphalt Wearing Surface with Membrane	3 - Mod.	22062	sq. ft.	0	22062	0	0
861-Beam End – Protective Coating	2 - Low	30	each	30	0	0	0

Inspector: John Maxim
Inspection Date: 01/29/2026

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Highway Bridge Inspection Report

Pictures



PHOTO 1

Description Access



PHOTO 2

Description Cracking on Pier cap

Inspector: John Maxim
Inspection Date: 01/29/2026

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Highway Bridge Inspection Report

Pictures



PHOTO 3

Description Deck with rusting



PHOTO 4

Description North trough failed

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 5

Description Pin



PHOTO 6

Description Pinholes in crossframe

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 7

Description Rust backing between plates



PHOTO 8

Description Small hole in truss

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 9

Description Small hole is cross brace



PHOTO 10

Description Snow and sand buildup

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 11

Description South pin East side interior face



PHOTO 12

Description Span 1

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 13

Description Span 2 South truss U6 South face



PHOTO 14

Description Span 2

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 15

Description Trough



PHOTO 16

Description West abutment North half

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 17

Description West abutment



PHOTO 18

Description 58 North truss North side old pitting

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 19

Description Bearing typ



PHOTO 20

Description Cracking on column

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 21

Description East end of truss North side missing rivets



PHOTO 22

Description East end of truss South side missing rivets

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 23

Description East finger joint



PHOTO 24

Description East in water pier

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 25

Description East joint



PHOTO 26

Description Exposed rebar on pier

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 27

Description Heavy rusting in FB around broken trough



PHOTO 28

Description Light typ

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures

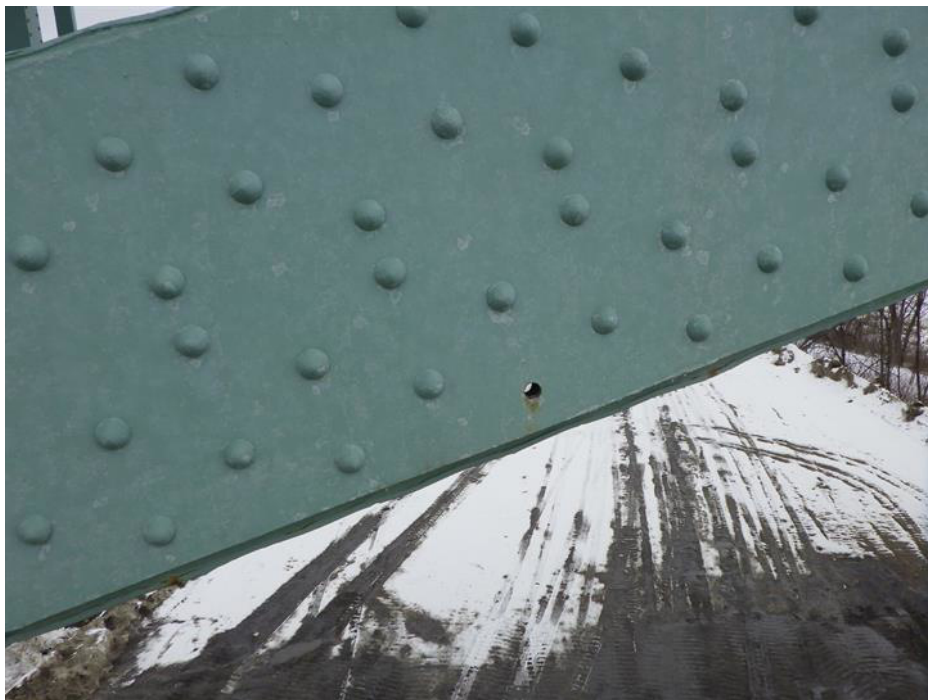


PHOTO 29

Description Missing rivet



PHOTO 30

Description North trough

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 31

Description Paint peeling



PHOTO 32

Description Rail not connected

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 33

Description Road looking West



PHOTO 34

Description Roadway typ

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 35

Description Roaf looking East



PHOTO 36

Description Rusting around drain

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 37

Description Signs of older pitting (2)



PHOTO 38

Description Signs of older pitting

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 39

Description Signs of older rust swelling



PHOTO 40

Description Some delams on sidewalk under rail

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 41

Description Some signs of newer rusting isolated



PHOTO 42

Description South side bolt missing 2

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 43

Description South side bolt missing



PHOTO 44

Description Spalling in pier (2)

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 45

Description Spalling in pier



PHOTO 46

Description Transition

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 47

Description West finger joint (2)



PHOTO 48

Description West finger joint

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 49

Description East abutment



PHOTO 50

Description East backwall North side cracking

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 51

Description East backwall



PHOTO 52

Description East end damaged fencing

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 53

Description East span



PHOTO 54

Description FB 20 East face old pitting

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 55

Description L6 South side South face old section loss



PHOTO 56

Description L27 pin new rusting

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 57

Description L27 pin South newer rusting



PHOTO 58

Description L27 pin

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 59

Description Pier top



PHOTO 60

Description Previous thinning of pin

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 61

Description Profile (2)



PHOTO 62

Description Profile

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures



PHOTO 63

Description South truss South side between U21 and U22 old pack rust



PHOTO 64

Description U24 South side section loss in above floorbeam

Inspector: John Maxim
Inspection Date: 01/29/2026

Structure Number: 5196
Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Pictures

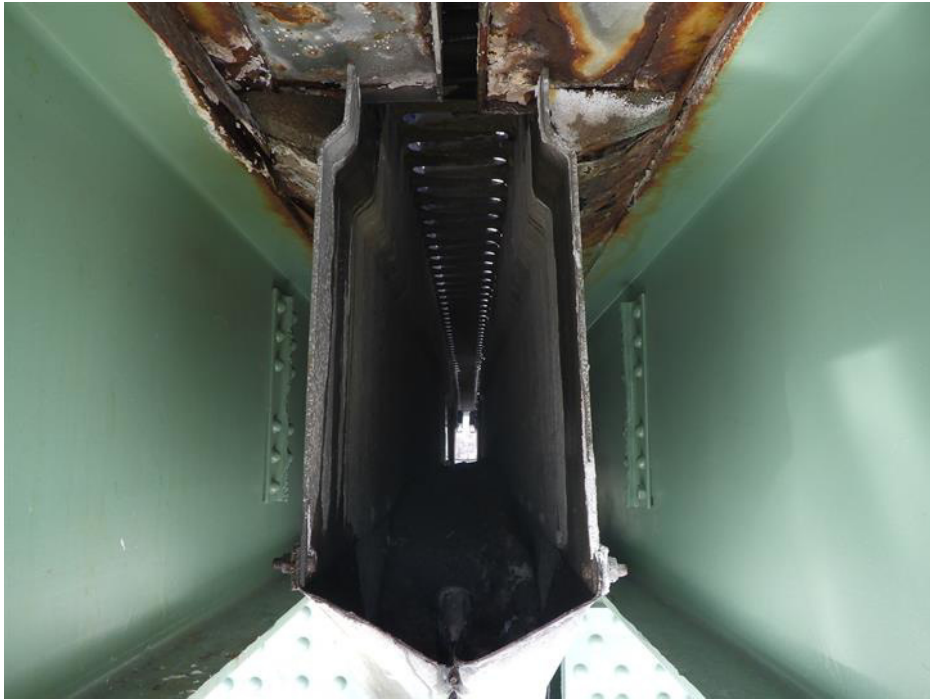


PHOTO 65

Description West trough

Inspector: John Maxim

Structure Number: 5196

Inspection Date: 01/29/2026

Facility Carried: MEMORIAL DR

Highway Bridge Inspection Report

Sketches