

HistoricBridges.org - National Bridge Inventory Data Sheet

2010 Inventory

The National Bridge Inventory contains data submitted by state transportation 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

New York [36]	Oneida County [065]	Boonville [07366]	2 MI NE BOONEVILLE	43-30-42 = 43.511667	075-19-09 = - 75.319167
2205450	Highway agency district 26	Owner Town or Township Highway Agency [03]	Maintenance responsibility	Town or Township Highway Agency [03]	
Route 0		DEVOE ROAD	Toll On free road [3]	Features intersected MILL CREEK	
Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi
1	Truss - Thru [10]	0	Other [00]	Year built	1930
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]
Total length	11.8 m = 38.7 ft	Length of maximum span	11.2 m = 36.7 ft	Deck width, out-to-out	3.8 m = 12.5 ft
Inventory Route, Total Horizontal Clearance	3.5 m = 11.5 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft
Deck structure type	Wood or Timber [8]				
Type of wearing surface	Wood or Timber [7]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	2.7 metric ton = 3.0 tons
19.9 km = 12.3 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	4.5 metric ton = 5.0 tons
	Bridge posting	20.0 - 29.9 % below [2]	Design Load	

Functional Details

Average Daily Traffic	10	Average daily truck traffi	6	%	Year	1996	Future average daily traffic	12	Year	2016
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	2.7 m = 8.9 ft			
Type of service on bridge	Highway [1]		Direction of traffic	One lane bridge for 2 - way traffic [3]		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						Minimum vertical clearance over bridge roadway	99.99 m = 328.1 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	0 = N/A			
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	405000	Roadway improvement cost	273000
	Length of structure improvement	11.8 m = 38.7 ft	Total project cost	678000
	Year of improvement cost estimate	2009		
	Border bridge - state		Border bridge - percent responsibility of other state	
	Border bridge - structure number			

Inspection and Sufficiency

Structure status	Posted for load [P]	Appraisal ratings - structural	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Serious [3]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - deck	Good [7]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]		
Channel and channel protection	Bank and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. [4]		
Appraisal ratings - water adequacy	Basically intolerable requiring high priority of corrective action [3]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	13
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions	Not applicable or a safety feature is not required. [N]		
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	April 2009 [0409]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	April 2009 [0409]
Other special inspection	Not needed [N]	Other special inspection date	