

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

New York [36]	Delaware County [025]	Colchester [16793]	AT HORTON	41-58-18 = 41.971667	075-01-00 = -75.016667
3351990	Highway agency district: 93	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	CHILOWAY ROAD	Toll On free road [3]	Features intersected	BEAVERKILL	
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint	Year built 1885	Year reconstructed	N/A [0000]
1 Truss - Thru [10]	1 Stringer/Multi-beam or girder [02]	Skew angle 0	Structure Flared	Historical significance Bridge is not eligible for the NRHP. [5]	
Total length 57.9 m = 190.0 ft	Length of maximum span 46.3 m = 151.9 ft	Deck width, out-to-out 5.2 m = 17.1 ft	Bridge roadway width, curb-to-curb	4.2 m = 13.8 ft	
Inventory Route, Total Horizontal Clearance 4.1 m = 13.5 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft		
Deck structure type	Open Grating [3]				
Type of wearing surface	Other [9]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 19.9 km = 12.3 mi	Method to determine inventory rating	Inventory rating 14.4 metric ton = 15.8 tons
	Method to determine operating rating	Operating rating 19.8 metric ton = 21.8 tons
Bridge posting 10.0 - 19.9 % below [3]	Design Load	

Functional Details

Average Daily Traffic	50	Average daily truck traffi	10	%	Year	1981	Future average daily traffic	626	Year	2010
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	4.9 m = 16.1 ft			
Type of service on bridge	Highway [1]		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						Minimum vertical clearance over bridge roadway	5.33 m = 17.5 ft			
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	0 = N/A					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	662000	Roadway improvement cost	77000						
	Length of structure improvement	76.2 m = 250.0 ft		Total project cost	1155000					
	Year of improvement cost estimate									
	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 corrective action [3]
Condition ratings - superstructure	Serious [3]	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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Fair [5]		
Scour	Scour calculation/evaluation has not been made. [6]		
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]		
Appraisal ratings - water adequacy	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	15.7
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends			
Inspection date	October 1991 [1091]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	October 1991 [1091]
Other special inspection	Not needed [N]	Other special inspection date	