

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] Chemung County [015] Southport [69617] .5 MILE SW OF PINE CITY 42-02-00 = 42.033333 076-52-37 = - 76.876944

3331480 Highway agency district 62 Owner County Highway Agency [02] Maintenance responsibility County Highway Agency [02]

Route 0 COUNTY ROAD 69 Toll On free road [3] Features intersected SEELEY CREEK

Design - main Steel [3] Design - approach Other [00] Kilometerpoint 0 km = 0.0 mi

1 Truss - Thru [10] 0 Other [00] Year built 1938 Year reconstructed 2005

Skew angle 39 Structure Flared

Historical significance Bridge is not eligible for the NRHP. [5]

Total length 65.5 m = 214.9 ft Length of maximum span 64 m = 210.0 ft Deck width, out-to-out 7.4 m = 24.3 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 0 m = 0.0 ft Curb or sidewalk width - right 1.5 m = 4.9 ft

Deck structure type Concrete Cast-in-Place [1]

Type of wearing surface Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]

Deck protection

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 0.1 km = 0.1 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 35.4 metric ton = 38.9 tons

Method to determine operating rating Load Factor(LF) [1] Operating rating 59 metric ton = 64.9 tons

Bridge posting Equal to or above legal loads [5] Design Load M 18 / H 20 [4]

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

Year of improvement cost estimate

Border bridge - state Border bridge - percent responsibility of other state

Border bridge - structure number

Inspection and Sufficiency

Structure status

Open, no restriction [A]

Appraisal ratings -
structural

Somewhat better than minimum adequacy to tolerate being left in place as is [5]

Condition ratings - superstructure

Fair [5]

Appraisal ratings -
roadway alignment

Equal to present minimum criteria [6]

Condition ratings - substructure

Good [7]

Appraisal ratings -
deck geometry

Basically intolerable requiring high priority of corrective action [3]

Condition ratings - deck

Excellent [9]

Scour

Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]

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

Pier or abutment protection

Sufficiency rating

63.9

Culverts

Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings

Inspected feature meets currently acceptable standards. [1]

Traffic safety features - transitions

Inspected feature meets currently acceptable standards. [1]

Traffic safety features - approach guardrail

Inspected feature meets currently acceptable standards. [1]

Traffic safety features - approach guardrail ends

Inspected feature meets currently acceptable standards. [1]

Inspection date

August 2009 [0809]

Designated inspection frequency

24

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every two years [Y24]

Fracture critical inspection date

August 2009 [0809]

Other special inspection

Not needed [N]

Other special inspection date