

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] Steuben County [101] Bath [04770] JCT SR 415 & COHOCTON RIV 42-22-13 = 42.370278 077-21-57 = - 77.365833

1011350 Highway agency district 64 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 415 RTE 415 Toll On free road [3] Features intersected COHOCTON RIVER

Design - main Steel [3] Design - approach Other [00] Kilometerpoint 3714.2 km = 2302.8 mi

1 Truss - Thru [10] 0 Other [00] Year built 1931 Year reconstructed 1986

Skew angle 44 Structure Flared

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

Total length 50.9 m = 167.0 ft Length of maximum span 48.7 m = 159.8 ft Deck width, out-to-out 9.7 m = 31.8 ft Bridge roadway width, curb-to-curb 8.7 m = 28.5 ft

Inventory Route, Total Horizontal Clearance 8.7 m = 28.5 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0.1 m = 0.3 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 Epoxy Coated Reinforcing [1]

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 1.1 km = 0.7 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 41.7 metric ton = 45.9 tons

Method to determine operating rating Load Factor(LF) [1] Operating rating 69.9 metric ton = 76.9 tons

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

Functional Details

Average Daily Traffic	3594	Average daily truck traffi	9	%	Year	2007	Future average daily traffic	4859	Year	2027
Road classification	Major Collector (Rural) [07]		Lanes on structure	2		Approach roadway width	12.1 m = 39.7 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	4.44 m = 14.6 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]								
Widening of existing bridge with deck rehabilitation or replacement. [34]	Bridge improvement cost	1122000	Roadway improvement cost	668000						
	Length of structure improvement	50.9 m = 167.0 ft		Total project cost	1790000					
	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	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - deck	<input type="text" value="Good [7]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/>		
Channel and channel protection	<input type="text" value="Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>	Status evaluation	<input type="text"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="63.2"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - transitions	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Inspection date	<input type="text" value="October 2008 [1008]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Unknown [Y60]"/>	Underwater inspection date	<input type="text" value="April 1996 [0496]"/>
Fracture critical inspection	<input type="text" value="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="October 2008 [1008]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>