

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]	Otsego County [077]	Pittsfield [58343]	0.5 S OF NEW BERLIN	42-36-58.22 = 42.616172	075-19-52.70 = -75.331306
3353950	Highway agency district: 94	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	COUNTY ROAD 13	Toll On free road [3]	Features intersected	UNADILLA RIVER	
Design - main Steel [3]	Design - approach Other [00]	Kilometerpoint 1263.1 km = 783.1 mi	Year built 1933	Year reconstructed 1990	
1	Truss - Thru [10]	Skew angle 0	Structure Flared	Historical significance Bridge is not eligible for the NRHP. [5]	
Total length 50.3 m = 165.0 ft	Length of maximum span 49.9 m = 163.7 ft	Deck width, out-to-out 8.1 m = 26.6 ft	Bridge roadway width, curb-to-curb 7.3 m = 24.0 ft		
Inventory Route, Total Horizontal Clearance 7.3 m = 24.0 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.6 km = 0.4 mi	Method to determine inventory rating Load Factor(LF) [1]	Inventory rating 31.8 metric ton = 35.0 tons
	Method to determine operating rating Load Factor(LF) [1]	Operating rating 54.4 metric ton = 59.8 tons
Bridge posting Equal to or above legal loads [5]	Design Load	

Functional Details

Average Daily Traffic	1887	Average daily truck traffi	9 %	Year	2015	Future average daily traffic	1905	Year	2038
Road classification	Major Collector (Rural) [07]	Lanes on structure	2	Approach roadway width	5.5 m = 18.0 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	3.6 m = 11.8 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]					
Widening of existing bridge with deck rehabilitation or replacement. [34]	Bridge improvement cost	2825000	Roadway improvement cost	1654000			
	Length of structure improvement	50.2 m = 164.7 ft		Total project cost	4479000		
	Year of improvement cost estimate	2018					
	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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Fair [5]	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 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	Meets minimum tolerable limits to be left in place as is [4]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	55.9
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	August 2018 [0818]	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 2018 [0818]
Other special inspection	Not needed [N]	Other special inspection date	