

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]	Chenango County [017]	Norwich [53990]	0.01 MI WEST OF NORWICH	42-32-12 = 42.536667	075-32-12 = -75.536667
3350830	Highway agency district: 92	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	RED MILL RD TR 21	Toll On free road [3]	Features intersected	CANASAWACTA CREEK	
Design - main	Aluminum, Wrought Iron or Cast Iron [9]	Design - approach	Kilometerpoint		
1	Truss - Thru [10]	0	Other [00]	Year built #Num!	Year reconstructed N/A [0000]
				Skew angle 0	Structure Flared
				Historical significance Bridge is not eligible for the NRHP. [5]	
Total length	22.3 m = 73.2 ft	Length of maximum span	21.6 m = 70.9 ft	Deck width, out-to-out	4.3 m = 14.1 ft
Bridge roadway width, curb-to-curb	3.9 m = 12.8 ft	Inventory Route, Total Horizontal Clearance	3.9 m = 12.8 ft	Curb or sidewalk width - left	0.1 m = 0.3 ft
				Curb or sidewalk width - right	0.1 m = 0.3 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		Inventory rating	7.2 metric ton = 7.9 tons
0.2 km = 0.1 mi	Method to determine operating rating		Operating rating	10.8 metric ton = 11.9 tons
	Bridge posting	20.0 - 29.9 % below [2]	Design Load	

### Functional Details

Average Daily Traffic	100	Average daily truck traffi	10	%	Year	1991	Future average daily traffic	1232	Year	2010
Road classification	Collector (Urban) [17]		Lanes on structure	1		Approach roadway width	6.7 m = 22.0 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	99.99 m = 328.1 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	419000	Roadway improvement cost	48000						
	Length of structure improvement	40.5 m = 132.9 ft		Total project cost	732000					
	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 replacement [2]
Condition ratings - superstructure	Serious [3]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of replacement [2]
Condition ratings - substructure	Serious [3]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Fair [5]		
Scour	Scour calculation/evaluation has not been made. [6]		
Channel and channel protection	Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]		
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	17.8
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			
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	March 1991 [0391]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	March 1991 [0391]
Other special inspection	Not needed [N]	Other special inspection date	