

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]	Tompkins County [109]	Dryden [20962]	1.5 MILES NE OF FREEVILLE	42-31-40 = 42.527778	076-19-19 = -76.321944
3209790	Highway agency district 36	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	RED MILL ROAD	Toll On free road [3]	Features intersected	FALL CREEK	
Design - main Aluminum, Wrought Iron or Cast Iron [9]	Design - approach	Kilometerpoint 0 km = 0.0 mi	Year built 1887	Year reconstructed N/A [0000]	
2 Truss - Thru [10]	0 Other [00]	Skew angle 0	Structure Flared		
		Historical significance	Bridge is eligible for the NRHP. [2]		
Total length 36.5 m = 119.8 ft	Length of maximum span 17.9 m = 58.7 ft	Deck width, out-to-out 4.2 m = 13.8 ft	Bridge roadway width, curb-to-curb	4.1 m = 13.5 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	Wood or Timber [8]				
Type of wearing surface	Wood or Timber [7]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.3 km = 0.2 mi	Method to determine inventory rating	No rating analysis performed [5]	Inventory rating	0 metric ton = 0.0 tons
	Method to determine operating rating	No rating analysis performed [5]	Operating rating	0 metric ton = 0.0 tons
Bridge posting	30.0 - 39.9 % below [1]	Design Load		

Functional Details

Average Daily Traffic	84	Average daily truck traffi	6	%	Year	2002	Future average daily traffic	106	Year	2022
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	4.5 m = 14.8 ft			
Type of service on bridge	Highway [1]		Direction of traffic	One lane bridge for 2 - way traffic [3]		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	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]							
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	1213000	Roadway improvement cost	820000						
	Length of structure improvement	36.5 m = 119.8 ft		Total project cost	2033000					
	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

Bridge closed to all traffic [K]

Appraisal ratings -
structural

Condition ratings - superstructure

Critical [2]

Appraisal ratings -
roadway alignment

Condition ratings - substructure

Serious [3]

Appraisal ratings -
deck geometry

Condition ratings - deck

Poor [4]

Equal to present minimum criteria [6]

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

Scour

Bridge is scour critical; bridge foundations determined to be unstable. [3]

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

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

19.8

Culverts

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

Traffic safety features - railings

Traffic safety features - transitions

Traffic safety features - approach guardrail

Traffic safety features - approach guardrail ends

Inspection date

November 2009 [1109]

Designated inspection frequency

12

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every year [Y12]

Fracture critical inspection date

November 2009 [1109]

Other special inspection

Not needed [N]

Other special inspection date