

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] St. Lawrence County [089] De Peyster [20335] 4 MI W OF HEUVERTON 44-36-56 = 44.615556 075-28-37 = - 75.476944

3341470 Highway agency district 75 Owner County Highway Agency [02] Maintenance responsibility County Highway Agency [02]

Route 0 SPILE BRIDGE ROAD Toll On free road [3] Features intersected BLACK LAKE OUTLET

Design - main Aluminum, Wrought Iron or Cast Iron [9] Design - approach Other [00] Kilometerpoint 119.1 km = 73.8 mi

3 Truss - Thru [10] 0 Other [00] Year built 1890 Year reconstructed 1977

Skew angle 0 Structure Flared

Historical significance Bridge is eligible for the NRHP. [2]

Total length 112.7 m = 369.8 ft Length of maximum span 37.1 m = 121.7 ft Deck width, out-to-out 5.3 m = 17.4 ft Bridge roadway width, curb-to-curb 4.4 m = 14.4 ft

Inventory Route, Total Horizontal Clearance 4.4 m = 14.4 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft

Deck structure type Open Grating [3]

Type of wearing surface Other [9]

Deck protection

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 1.6 km = 1.0 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	210	Average daily truck traffi	8	%	Year	2009	Future average daily traffic	221	Year	2031
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	3.6 m = 11.8 ft			
Type of service on bridge	Highway [1]		Direction of traffic	One lane bridge for 2 - way traffic [3]		Bridge median				
Parallel structure designatio	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	2.43 m = 8.0 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	6501000	Roadway improvement cost	3807000						
	Length of structure improvement	112.7 m = 369.8 ft		Total project cost	10308000					
	Year of improvement cost estimate	2011								
	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

Serious [3]

Appraisal ratings -
roadway alignment

Condition ratings - substructure

Poor [4]

Appraisal ratings -
deck geometry

Condition ratings - deck

Poor [4]

Scour

Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]

Channel and channel protection

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

Equal to present minimum criteria [6]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

5.5

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

Inspected feature meets currently acceptable standards. [1]

Inspection date

August 2011 [0811]

Designated inspection frequency

12

Months

Underwater inspection

Unknown [Y60]

Underwater inspection date

October 2008 [1008]

Fracture critical inspection

Every year [Y12]

Fracture critical inspection date

August 2011 [0811]

Other special inspection

Not needed [N]

Other special inspection date