HistoricBridges.org - National Bridge Inventory Data Sheet

2010 Inventory

The National Bridge Inventory contains data submitted by state transportion 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]	Steuben County [101]	Lindley [42576]	0.1 MI N JCT RTE 15 + CL	42-00-06 = 42.001667	077-07-37 = -77.126944

1011100	Highway agency district	64	Owner	County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]

Route	0	CR 115	Toll	On free road [3]	Features intersected	COWANESQUE RIVER

Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi
1	Truss - Thru [10]	0	Other [00]	Year built	1941	Year reconstructed	N/A [0000]
				Skew angle	15	Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]		

Total length	53.3 m = 174.9 ft	Length of maximum span	51.8 m = 170.0 ft	Deck width, out-to-out	9 m = 29.5 ft	Bridge roadway width, curb-to-curb	8.5 m = 27.9 ft

Inventory Route, Total Horizontal Clearance	8.5 m = 27.9 ft	Curb or sidewalk width - left	1.5 m = 4.9 ft	Curb or sidewalk width - right	0 m = 0.0 ft

Deck structure type	Concrete Cast-in-Place [1]
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length		Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	29.9 metric ton = 32.9 tons
9.3 km = 5.8 mi		Method to determine operating rating	Load Factor(LF) [1]	Operating rating	49.9 metric ton = 54.9 tons
		Bridge posting	Equal to or above legal loads [5]	Design Load	M 18 / H 20 [4]

Functional Details

Average Daily Traffic	4987	Average daily truck traffi	9 %	Year	2000	Future average daily traffic	6742
Year	2020						

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-pedestrian [5]	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	4.57 m = 15.0 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

Widening of existing bridge with deck rehabilitation or replacement. [34]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	1088000	Roadway improvement cost	648000
Length of structure improvement	53.3 m = 174.9 ft	Total project cost	1736000
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	Open, no restriction [A]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructur	Poor [4]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
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	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	33.7

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

Traffic safety features - railings	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - transitions	
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail ends	Inpected feature meets currently acceptable standards. [1]

Inspection date	August 2009 [0809]	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 2009 [0809]
Other special inspection	Not needed [N]	Other special inspection date	