HistoricBridges.org - National Bridge Inventory Data Sheet

2019 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]	Chemung County [015]	Wellsburg [79081]	0.5 MI S JCT RTS 367 +427	42-00-33.08 = 42.009189	076-43-45.38 = -76.729272

1046800	Highway agency district: 62	Owner: State Highway Agency [01]	Maintenance responsibility: State Highway Agency [01]		
Route: 367		RTE 367	Toll: On free road [3]	Features intersected: BENTLEY CREEK	

Design - main	Steel [3]	Design - approach		Kilometerpoint: 85.3 km = 52.9 mi	
1	Truss - Thru [10]	0	Other [00]	Year built: 1940	Year reconstructed: 1999
				Skew angle: 27	Structure Flared:
				Historical significance: Bridge is not eligible for the NRHP. [5]	

Total length: 44.2 m = 145.0 ft	Length of maximum span: 42.6 m = 139.8 ft	Deck width, out-to-out: 8 m = 26.2 ft	Bridge roadway width, curb-to-curb: 7.4 m = 24.3 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: 1.7 m = 5.6 ft					
Deck structure type: Other [9]							
Type of wearing surface: Epoxy Overlay [5]							
Deck protection: Unknown [8]							
Type of membrane/wearing surface:							

Weight Limits

Bypass, detour length	Method to determine inventory rating: Load Factor(LF) [1]		Inventory rating: 33.5 metric ton = 36.9 tons		
0.4 km = 0.2 mi	Method to determine operating rating: Load Factor(LF) [1]		Operating rating: 56.3 metric ton = 61.9 tons		
	Bridge posting: Equal to or above legal loads [5]		Design Load: MS 18 / HS 20 [5]		

Functional Details

Average Daily Traffic	3230	Average daily truck traffi	8 %	Year	2018	Future average daily traffic	3262
Year	2038						
Road classification	Collector (Urban) [17]	Lanes on structure	2	Approach roadway width	11.6 m = 38.1 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	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

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

Work done by	Work to be done by contract [1]		
Bridge improvement cost	3026000	Roadway improvement cost	1772000
Length of structure improvement	44.1 m = 144.7 ft	Total project cost	4798000
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	Posted for other load-capacity restriction [R]	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	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
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 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	58
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	

Inspection date	September 2017 [0917]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	September 2017 [0917]
Other special inspection	Not needed [N]	Other special inspection date	