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]	Campbell [11946]	1.8 MI NW OF CAMPBELL	42-15-07 = 42.251944	077-13-01 = -77.216944

2216570	Highway agency district 64	Owner: Town or Township Highway Agency [03]	Maintenance responsibility: County Highway Agency [02]		
Route: 0		WOOD ROAD	Toll: On free road [3]	Features intersected: COHOCTON RIVER	
Design - main: Aluminum, Wrought Iron or Cast Iron [9]		Design - approach:		Kilometerpoint: 0 km = 0.0 mi	
1	Truss - Thru [10]	0	Other [00]	Year built: 1897	Year reconstructed: 2004
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is on the NRHP. [1]	

Total length: 63 m = 206.7 ft	Length of maximum span: 63 m = 206.7 ft	Deck width, out-to-out: 4.4 m = 14.4 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: Other [9]							
Deck protection:							
Type of membrane/wearing surface: Unknown [8]							

Weight Limits

Bypass, detour length: 0.6 km = 0.4 mi	Method to determine inventory rating: Allowable Stress(AS) [2]		Inventory rating: 29 metric ton = 31.9 tons		
	Method to determine operating rating: Allowable Stress(AS) [2]		Operating rating: 42.6 metric ton = 46.9 tons		
	Bridge posting: Equal to or above legal loads [5]		Design Load:		

Functional Details

Average Daily Traffic	417	Average daily truck traffi	6 %	Year	2009	Future average daily traffic	545
Year	2029						
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	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	3.68 m = 12.1 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

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

Work done by	Work to be done by contract [1]		
Bridge improvement cost	123000	Roadway improvement cost	74000
Length of structure improvement	63 m = 206.7 ft	Total project cost	197000
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	Posted for other load-capacity restriction [R]	Appraisal ratings - structural	Equal to present minimum criteria [6]
Condition ratings - superstructur	Satisfactory [6]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Very Good [8]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Excellent [9]		

Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]
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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	
Pier or abutment protection		Sufficiency rating	68.8

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 2008 [0808]	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 2008 [0808]
Other special inspection	Not needed [N]	Other special inspection date	