

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] St. Lawrence County [089] Massena [46030] 4.0 MI.NE OF MASSENA 44-59-10 = 44.986111 074-44-21 = - 74.739167

5523220 Highway agency district 75 Owner Local Toll Authority [32] Maintenance responsibility Local Toll Authority [32]

Route 0 CONN.NY37 &CAN.2 Toll Toll bridge [1] Features intersected CSX TRANSPRTATION, SOUTH

Design - main Steel [3] Design - approach Steel [3] Kilometerpoint 69.2 km = 42.9 mi

3 Suspension [13] 22 Girder and floorbeam system [03] Year built 1958 Year reconstructed N/A [0000]

Skew angle 0 Structure Flared

Historical significance Historical significance is not determinable at this time. [4]

Total length 1060.7 m = 3480.2 ft Length of maximum span 272.7 m = 894.7 ft Deck width, out-to-out 10.3 m = 33.8 ft Bridge roadway width, curb-to-curb 8.2 m = 26.9 ft

Inventory Route, Total Horizontal Clearance 8.2 m = 26.9 ft Curb or sidewalk width - left 0.3 m = 1.0 ft Curb or sidewalk width - right 1.1 m = 3.6 ft

Deck structure type Concrete Cast-in-Place [1]

Type of wearing surface Bituminous [6]

Deck protection

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 19.9 km = 12.3 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 32.7 metric ton = 36.0 tons

Method to determine operating rating Load Factor(LF) [1] Operating rating 49 metric ton = 53.9 tons

Bridge posting Equal to or above legal loads [5] Design Load MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic	6500	Average daily truck traffi	10	%	Year	2011	Future average daily traffic	9100	Year	2031
Road classification	Principal Arterial - Other (Rural) [02]		Lanes on structure	2		Approach roadway width	7.9 m = 25.9 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	Railroad-waterway [7]		Lanes under structure	0		Navigation control	Navigation control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	36.5 m = 119.8 ft			Navigation horizontal clearance	182.8 m = 599.8 ft					
Minimum navigation vertical clearance, vertical lift bridge				Minimum vertical clearance over bridge roadway	12.99 m = 42.6 ft					
Minimum lateral underclearance reference feature	Railroad beneath structure [R]									
Minimum lateral underclearance on right	1 m = 3.3 ft				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	8.68 m = 28.5 ft			Minimum vertical underclearance reference feature	Railroad beneath structure [R]					
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrective action [3]									

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	4313000	Roadway improvement cost	2526000						
	Length of structure improvement	1060.7 m = 3480.2 ft			Total project cost	6839000				
	Year of improvement cost estimate	2011								
	Border bridge - state	Unknown [CAN]				Border bridge - percent responsibility of other state				
	Border bridge - structure number	0								

Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Equal to present minimum criteria [6]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - deck	Good [7]		
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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection	None present but re-evaluation suggested [5]	Sufficiency rating	49
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends			
Inspection date	August 2011 [0811]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	