

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

Connecticut [09]	Fairfield County [001]	Greenwich [33620]	NEAR EXIT 2,INTERSTATE-95	41-00-06 = 41.001667	073-39-06 = - 73.651667		
3674	Highway agency district [3]	Owner	Unknown [80]	Maintenance responsibility	State Highway Agency [01]		
Route 0	BYRAM ROAD	Toll	On free road [3]	Features intersected	METRO NORTH RAILROAD		
Design - main 1	Steel [3] Truss - Thru [10]	Design - approach 0	Kilometerpoint 144.8 km = 89.8 mi	Year built 1892	Year reconstructed 1994		
			Skew angle 6	Structure Flared			
Total length	22.6 m = 74.2 ft	Length of maximum span	21.3 m = 69.9 ft	Deck width, out-to-out	10.1 m = 33.1 ft	Bridge roadway width, curb-to-curb	5.3 m = 17.4 ft
Inventory Route, Total Horizontal Clearance	5.3 m = 17.4 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	1.3 m = 4.3 ft		
Deck structure type	Concrete Cast-in-Place [1]						
Type of wearing surface	Bituminous [6]						
Deck protection	Epoxy Coated Reinforcing [1]						
Type of membrane/wearing surface	Preformed Fabric [2]						

Weight Limits

Bypass, detour length 0.2 km = 0.1 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating 37.8 metric ton = 41.6 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating 63.9 metric ton = 70.3 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic	5750	Average daily truck traffic	3 %	Year	2007	Future average daily traffic	2875	Year	2029
Road classification	Minor Arterial (Urban) [16]			Lanes on structure	2	Approach roadway width	6.1 m = 20.0 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 [2]		Lanes under structure	0	Navigation control	Not applicable, no waterway. [N]			
Navigation vertical clearance	0 = N/A			Navigation horizontal clearance 0 = N/A					
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft			Minimum vertical clearance over bridge roadway 99.99 m = 328.1 ft					
Minimum lateral underride reference feature	Railroad beneath structure [R]								
Minimum lateral underride on right	2.8 m = 9.2 ft			Minimum lateral underride on left 0 = N/A					
Minimum Vertical Underride	5.21 m = 17.1 ft			Minimum vertical underride reference feature	Railroad beneath structure [R]				
Appraisal ratings - underride	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 owner's forces [2]		
Other structural work, including hydraulic replacements. [38]	Bridge improvement cost	1000	Roadway improvement cost	1000
	Length of structure improvement	0.1 m = 0.3 ft	Total project cost	2000
	Year of improvement cost estimate			
	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	Equal to present minimum criteria [6]
Condition ratings - superstructure	Good [7]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		
Scour	Bridge not over waterway. [N]		
Channel and channel protection	Not applicable. [N]		
Appraisal ratings - water adequacy	N/A [N]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	69.2
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	December 2010 [1210]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	December 2010 [1210]
Other special inspection	Not needed [N]	Other special inspection date	