

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] Cattaraugus County [009] Ischua [37825] 0.2 MI SW OF ISCHUA 42-14-49 = 42.246944 078-24-16 = - 78.404444

3322060 Highway agency district 51 Owner County Highway Agency [02] Maintenance responsibility County Highway Agency [02]

Route 0 BAXTER MILL ROAD Toll On free road [3] Features intersected ISCHUA CREEK

Design - main Steel [3] Design - approach Other [00] Kilometerpoint 0 km = 0.0 mi

1 Truss - Thru [10] 0 Other [00] Year built 1893 Year reconstructed N/A [0000]

Skew angle 0 Structure Flared

Historical significance Bridge is eligible for the NRHP. [2]

Total length 32 m = 105.0 ft Length of maximum span 31 m = 101.7 ft Deck width, out-to-out 4.3 m = 14.1 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 Wood or Timber [7]

Deck protection

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 19.9 km = 12.3 mi Method to determine inventory rating Allowable Stress(AS) [2] Inventory rating 42.6 metric ton = 46.9 tons

Method to determine operating rating Allowable Stress(AS) [2] Operating rating 58.1 metric ton = 63.9 tons

Bridge posting 10.0 - 19.9 % below [3] Design Load

Functional Details

Average Daily Traffic	59	Average daily truck traffi	6	%	Year	2009	Future average daily traffic	74	Year	2029
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	2.4 m = 7.9 ft			
Type of service on bridge	Highway [1]		Direction of traffic	One lane bridge for 2 - way traffic [3]		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	4.64 m = 15.2 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	Work done by	Work to be done by contract [1]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	1041000	Roadway improvement cost	700000						
	Length of structure improvement	32 m = 105.0 ft		Total project cost	1741000					
	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 load [P]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Very Good [8]		
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	Meets minimum tolerable limits to be left in place as is [4]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	42.8
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	Inspected feature meets currently acceptable standards. [1]		
Inspection date	October 2009 [1009]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	October 2009 [1009]
Other special inspection	Not needed [N]	Other special inspection date	