

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

New York [36]	Erie County [029]	Eden [23415]	2.9 MI NW OF NEW OREGON	42-37-10.05 = 42.619458	078-49-52.58 = -78.831272
3327890	Highway agency district: 53	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	CLARKSBURG ROAD	Toll On free road [3]	Features intersected	S BR 18 MILE CRK	
Design - main Steel [3]	Design - approach	Kilometerpoint 127.1 km = 78.8 mi	Year built 1911	Year reconstructed 1988	
1 Truss - Thru [10]	0 Other [00]	Skew angle 3	Structure Flared		
		Historical significance	Historical significance is not determinable at this time. [4]		
Total length 32 m = 105.0 ft	Length of maximum span 31.3 m = 102.7 ft	Deck width, out-to-out 5 m = 16.4 ft	Bridge roadway width, curb-to-curb 4.4 m = 14.4 ft		
Inventory Route, Total Horizontal Clearance 4.2 m = 13.8 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	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.6 km = 0.4 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	11.8 metric ton = 13.0 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	19.1 metric ton = 21.0 tons
Bridge posting	10.0 - 19.9 % below [3]		Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	502	Average daily truck traffi	7 %	Year	2010	Future average daily traffic	703	Year	2030
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	3.6 m = 11.8 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	4.47 m = 14.7 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	Work done by	Work to be done by contract [1]					
Widening of existing bridge with deck rehabilitation or replacement. [34]	Bridge improvement cost	78000	Roadway improvement cost	46000			
	Length of structure improvement	32 m = 105.0 ft		Total project cost	124000		
	Year of improvement cost estimate	2014					
	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	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - superstructure	Fair [5]	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 foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]		
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		Sufficiency rating	34.2
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
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	July 2015 [0715]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	July 2015 [0715]
Other special inspection	Not needed [N]	Other special inspection date	