

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] Monroe County [055] Fairport [25076] JCT BARGE C&RTE 31F 43-06-05 = 43.101389 077-26-31 = - 77.441944

4443220 Highway agency district 43 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 250 RTE 250 Toll On free road [3] Features intersected ERIE CANAL

Design - main Steel [3] Design - approach Steel [3] Kilometerpoint 757 km = 469.3 mi

1 Movable - Lift [15] 3 Stringer/Multi-beam or girder [02] Year built 1914 Year reconstructed 1988

Skew angle 33 Structure Flared

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

Total length 48.7 m = 159.8 ft Length of maximum span 42.3 m = 138.8 ft Deck width, out-to-out 11.8 m = 38.7 ft Bridge roadway width, curb-to-curb 11.2 m = 36.7 ft

Inventory Route, Total Horizontal Clearance 11.2 m = 36.7 ft Curb or sidewalk width - left 3.1 m = 10.2 ft Curb or sidewalk width - right 3.1 m = 10.2 ft

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

Type of wearing surface Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]

Deck protection Epoxy Coated Reinforcing [1]

Type of membrane/wearing surface

**Weight Limits**

Bypass, detour length 0.3 km = 0.2 mi Method to determine inventory rating No rating analysis performed [5] Inventory rating 31.8 metric ton = 35.0 tons

Method to determine operating rating No rating analysis performed [5] Operating rating 70.4 metric ton = 77.4 tons

Bridge posting Equal to or above legal loads [5] Design Load M 18 / H 20 [4]

### Functional Details

Average Daily Traffic	12257	Average daily truck traffi	6	%	Year	2009	Future average daily traffic	16293	Year	2029
Road classification	Other Principal Arterial (Urban) [14]		Lanes on structure	2		Approach roadway width	12.1 m = 39.7 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	Waterway [5]		Lanes under structure	0		Navigation control	Navigation control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	4.8 m = 15.7 ft			Navigation horizontal clearance	28.6 m = 93.8 ft					
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 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]								
Widening of existing bridge with deck rehabilitation or replacement. [34]	Bridge improvement cost	1428000	Roadway improvement cost	852000						
	Length of structure improvement	48.7 m = 159.8 ft		Total project cost	2280000					
	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	Open, no restriction [A]	Appraisal ratings - structural	Better than present minimum criteria [7]
Condition ratings - superstructure	Good [7]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Very Good [8]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
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	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	Equal to present minimum criteria [6]	Status evaluation	
Pier or abutment protection	None present but re-evaluation suggested [5]	Sufficiency rating	84
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions	Not applicable or a safety feature is not required. [N]		
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	November 2008 [1108]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	November 2008 [1108]
Other special inspection	Not needed [N]	Other special inspection date	