

HistoricBridges.org - National Bridge Inventory Data Sheet

2010 Inventory

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]	0.1MI E JCT BARGE C+RT250	43-06-01 = 43.100278	077-26-21 = - 77.439167
4443030	Highway agency district 43	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 0		PARKER STREET	Toll On free road [3]	Features intersected ERIE CANAL	
Design - main	Steel [3]	Design - approach	Concrete [1]	Kilometerpoint	0 km = 0.0 mi
1	Truss - Thru [10]	1	Slab [01]	Year built	1912
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Historical significance is not determinable at this time. [4]
Total length	36.8 m = 120.7 ft	Length of maximum span	30.4 m = 99.7 ft	Deck width, out-to-out	5.6 m = 18.4 ft
Inventory Route, Total Horizontal Clearance	5 m = 16.4 ft	Curb or sidewalk width - left	1.7 m = 5.6 ft	Curb or sidewalk width - right	0.1 m = 0.3 ft
Deck structure type	Open Grating [3]				
Type of wearing surface	Other [9]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	22.7 metric ton = 25.0 tons
0.1 km = 0.1 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	39 metric ton = 42.9 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	

Functional Details

Average Daily Traffic	1206	Average daily truck traffi	2	%	Year	2009	Future average daily traffic	1669	Year	2029
Road classification	Local (Urban) [19]		Lanes on structure	1		Approach roadway width	5.7 m = 18.7 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 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			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	520000	Roadway improvement cost	311000
	Length of structure improvement	36.8 m = 120.7 ft	Total project cost	831000
	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 other load-capacity restriction [R]	Appraisal ratings - structural	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
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	Functionally obsolete [2]
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	55.8
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			
Inspection date	July 2009 [0709]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	July 2009 [0709]
Other special inspection	Not needed [N]	Other special inspection date	