HistoricBridges.org - National Bridge Inventory Data Sheet

1992 Inventory

The National Bridge Inventory contains data submitted by state transportion 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]	Newstead [50716]	1.1 MI E JCT 93'TOWANDACK	43-05-00 = 43.083333	078-30-00 = -78.500000

3326600	Highway agency district: 53	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		
Route: 0		CEDAR ST	Toll: On free road [3]	Features intersected: TONAWANDA CREEK	
Design - main: Steel [3]		Design - approach:		Kilometerpoint:	
1	Truss - Thru [10]	0	Other [00]	Year built: 1940	Year reconstructed: 1962
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is not eligible for the NRHP. [5]	

Total length	37.8 m = 124.0 ft	Length of maximum span	36.6 m = 120.1 ft	Deck width, out-to-out	7 m = 23.0 ft	Bridge roadway width, curb-to-curb	6.1 m = 20.0 ft
Inventory Route, Total Horizontal Clearance	6 m = 19.7 ft	Curb or sidewalk width - left	0.3 m = 1.0 ft	Curb or sidewalk width - right	0.3 m = 1.0 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		Inventory rating	18 metric ton = 19.8 tons	
0.2 km = 0.1 mi	Method to determine operating rating		Operating rating	27 metric ton = 29.7 tons	
	Bridge posting	10.0 - 19.9 % below [3]	Design Load		

Functional Details

Average Daily Traffic	500	Average daily truck traffi	10 %	Year	1991	Future average daily traffic	6162	Year	2010

Road classification	Local (Rural) [09]	Lanes on structure	2	Approach roadway width	5.2 m = 17.1 ft
Type of service on bridge	Highway [1]	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 vertical clearanc	0 = N/A	Navigation horizontal clearance	0 = N/A		
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	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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	706000	Roadway improvement cost	82000
Length of structure improvement	56.1 m = 184.1 ft	Total project cost	1232000
Year of improvement cost estimate			
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 corrrective action [3]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Serious [3]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - deck	Satisfactory [6]		

Scour	Scour calculation/evaluation has not been made. [6]
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	19.4

Culverts	Not applicable. Used if structure is not a culvert. [N]
Traffic safety features - railings	
Traffic safety features - transitions	
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail ends	

Inspection date	June 1991 [0691]	Designated inspection frequency	12	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	June 1991 [0691]
Other special inspection	Not needed [N]	Other special inspection date	