

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] Orleans County [073] Murray [49286] 0.7MI W JCT BARGE C+387 43-15-11 = 43.253056 078-06-21 = - 78.105833

4445060 Highway agency district 45 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 0 HINDBURG ROAD 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] 2 Slab [01] Year built 1911 Year reconstructed N/A [0000]

Skew angle 11 Structure Flared Yes, flared [1]

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

Total length 58.8 m = 192.9 ft Length of maximum span 46 m = 150.9 ft Deck width, out-to-out 4.9 m = 16.1 ft Bridge roadway width, curb-to-curb 4.5 m = 14.8 ft

Inventory Route, Total Horizontal Clearance 4.5 m = 14.8 ft Curb or sidewalk width - left 1.6 m = 5.2 ft Curb or sidewalk width - right 0 m = 0.0 ft

Deck structure type Not applicable [N]

Type of wearing surface Bituminous [6]

Deck protection Not applicable (applies only to structures with no deck) [N]

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 0 metric ton = 0.0 tons

Method to determine operating rating No rating analysis performed [5] Operating rating 0 metric ton = 0.0 tons

Bridge posting 30.0 - 39.9 % below [1] Design Load

Functional Details

Average Daily Traffic	187	Average daily truck traffi	3	%	Year	2007	Future average daily traffic	259	Year	2027
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	6.7 m = 22.0 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	5.1 m = 16.7 ft			Navigation horizontal clearance	22.8 m = 74.8 ft					
Minimum navigation vertical clearance, vertical lift bridge				Minimum vertical clearance over bridge roadway	4.41 m = 14.5 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	684000	Roadway improvement cost	408000		
	Length of structure improvement	58.8 m = 192.9 ft		Total project cost	1092000	
	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

Bridge closed to all traffic [K]

Appraisal ratings -
structural

Condition ratings - superstructure

Serious [3]

Appraisal ratings -
roadway alignment

Condition ratings - substructure

Serious [3]

Appraisal ratings -
deck geometry

Condition ratings - deck

Satisfactory [6]

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

Somewhat better than minimum adequacy to tolerate being left in place as is [5]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Navigation protection not required [1]

Sufficiency rating

18.4

Culverts

Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings

Traffic safety features - transitions

Traffic safety features - approach guardrail

Traffic safety features - approach guardrail ends

Inspection date

March 2010 [0310]

Designated inspection frequency

12

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every year [Y12]

Fracture critical inspection date

March 2010 [0310]

Other special inspection

Not needed [N]

Other special inspection date