

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

New York [36]	Orleans County [073]	Ridgeway [61742]	1.5 MI W JCT B CNL & SH63	43-13-19.79 = 43.222164	078-25-15.17 = -78.420881
4445230	Highway agency district: 45	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 0	MARSHALL ROAD	Toll On free road [3]	Features intersected	Canalway Trail, ERIE CAN	
Design - main Steel [3]	Design - approach Concrete [1]	Kilometerpoint 20.9 km = 13.0 mi	Year built 1909	Year reconstructed N/A [0000]	
1 Truss - Thru [10]	2 Slab [01]	Skew angle 0	Structure Flared		
		Historical significance	Historical significance is not determinable at this time. [4]		
Total length 58.2 m = 191.0 ft	Length of maximum span 45.7 m = 149.9 ft	Deck width, out-to-out 5.4 m = 17.7 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 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Not applicable [N]				
Type of wearing surface	Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]				
Deck protection	Not applicable (applies only to structures with no deck) [N]				
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.1 km = 0.1 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	15.4 metric ton = 16.9 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	26.3 metric ton = 28.9 tons
	Bridge posting		Design Load	Other [C]

Functional Details

Average Daily Traffic	1133	Average daily truck traffi	3	%	Year	2016	Future average daily traffic	1144	Year	2038
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	5.5 m = 18.0 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 m = 16.4 ft			Navigation horizontal clearance	27.4 m = 89.9 ft					
Minimum navigation vertical clearance, vertical lift bridge						Minimum vertical clearance over bridge roadway	4.21 m = 13.8 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	2303000	Roadway improvement cost	1349000						
	Length of structure improvement	58.2 m = 191.0 ft		Total project cost	3651000					
	Year of improvement cost estimate	2018								
	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	Meets minimum tolerable limits to be left in place as is [4]
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	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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	40
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			
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	August 2018 [0818]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	August 2018 [0818]
Other special inspection	Not needed [N]	Other special inspection date	