

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]	Churchville [15638]	VILLAGE OF CHURCHVILLE	43-06-33 = 43.109167	077-53-04 = - 77.884444
3317290	Highway agency district 43	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	COUNTY ROAD 268	Toll On free road [3]	Features intersected	BLACK CREEK	
Design - main Concrete [1]	Design - approach Other [00]	Kilometerpoint 0 km = 0.0 mi	Year built 1929	Year reconstructed 1999	
3	Arch - Deck [11]	Skew angle 0	Structure Flared	Historical significance Historical significance is not determinable at this time. [4]	
Total length 40.8 m = 133.9 ft	Length of maximum span 13.7 m = 44.9 ft	Deck width, out-to-out 13.5 m = 44.3 ft	Bridge roadway width, curb-to-curb 9.1 m = 29.9 ft		
Inventory Route, Total Horizontal Clearance 9.1 m = 29.9 ft	Curb or sidewalk width - left 1.5 m = 4.9 ft	Curb or sidewalk width - right 1.5 m = 4.9 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 0.1 km = 0.1 mi	Method to determine inventory rating Load Factor(LF) [1]	Inventory rating 24.5 metric ton = 27.0 tons
	Method to determine operating rating Load Factor(LF) [1]	Operating rating 41.7 metric ton = 45.9 tons
Bridge posting Equal to or above legal loads [5]	Design Load	

Functional Details

Average Daily Traffic	3422	Average daily truck traffi	3	%	Year	2009	Future average daily traffic	4736	Year	2029
Road classification	Local (Rural) [09]		Lanes on structure	2		Approach roadway width	8.2 m = 26.9 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 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	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	1365000	Roadway improvement cost	815000						
	Length of structure improvement	40.8 m = 133.9 ft		Total project cost	2180000					
	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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Better than present minimum criteria [7]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]		
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	
Pier or abutment protection		Sufficiency rating	62.5
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	Inspected feature meets currently acceptable standards. [1]		
Inspection date	November 2009 [1109]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	October 2006 [1006]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	November 2009 [1109]
Other special inspection	Not needed [N]	Other special inspection date	