

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]	Chili [15462]	JCT RTE 251+BLACK CREEK	43-05-17.39 = 43.088164	077-45-33.02 = -77.759172
1043330	Highway agency district: 43	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 386	RTE 386	Toll On free road [3]	Features intersected	BLACK CREEK	
Design - main 1	Steel [3] Truss - Thru [10]	Design - approach 0	Other [00]	Kilometerpoint 893 km = 553.7 mi	Year built 1931 Year reconstructed 1963
				Skew angle 0	Structure Flared
				Historical significance Bridge is not eligible for the NRHP. [5]	
Total length	31.4 m = 103.0 ft	Length of maximum span	30.4 m = 99.7 ft	Deck width, out-to-out	8.8 m = 28.9 ft
				Bridge roadway width, curb-to-curb	7.3 m = 24.0 ft
Inventory Route, Total Horizontal Clearance	7.3 m = 24.0 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 1.9 km = 1.2 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	21.8 metric ton = 24.0 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	37.2 metric ton = 40.9 tons
	Bridge posting		Design Load	MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic	2370	Average daily truck traffi	3	%	Year	2017	Future average daily traffic	2393	Year	2038
Road classification	Minor Arterial (Urban) [16]	Lanes on structure	2		Approach roadway width	7.9 m = 25.9 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	Work done by	Work to be done by contract [1]								
Widening of existing bridge with deck rehabilitation or replacement. [34]	Bridge improvement cost	2665000	Roadway improvement cost	1561000						
	Length of structure improvement	31.3 m = 102.7 ft		Total project cost	4226000					
	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	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - superstructure	Serious [3]	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	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	7.8
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	Inspected feature meets currently acceptable standards. [1]		
Inspection date	November 2018 [1118]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	November 2018 [1118]
Other special inspection	Not needed [N]	Other special inspection date	