HistoricBridges.org - National Bridge Inventory Data Sheet

2009 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] | Monroe County [055] | Spencerport [70189] | JCT BARGE C&RTE 259 | 43-11-35 = 43.193056 | 077-48-01 = -77.800278

4443230 | Highway agency district: 43 | Owner: State Highway Agency [01] | Maintenance responsibility: State Highway Agency [01]

Route: 259 | RTE 259 | Toll: On free road [3] | Features intersected: ERIE CANAL

Design - main: Steel [3] | 1 | Movable - Lift [15]

Design - approach: Steel [3] | 2 | Stringer/Multi-beam or girder [02]

Kilometerpoint: 1132.3 km = 702.0 mi

Year built: 1914 | Year reconstructed: 1972

Skew angle: 17 | Structure Flared:

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

Total length: 42.9 m = 140.8 ft | Length of maximum span: 36.2 m = 118.8 ft | Deck width, out-to-out: 6.3 m = 20.7 ft | Bridge roadway width, curb-to-curb: 5.6 m = 18.4 ft

Inventory Route, Total Horizontal Clearance: 5.6 m = 18.4 ft | Curb or sidewalk width - left: 1.8 m = 5.9 ft | Curb or sidewalk width - right: 1.8 m = 5.9 ft

Deck structure type: Concrete Cast-in-Place [1]

Type of wearing surface: Bituminous [6]

Deck protection:

Type of membrane/wearing surface:

Weight Limits

Bypass, detour length: 0.3 km = 0.2 mi

Method to determine inventory rating: Allowable Stress(AS) [2] | Inventory rating: 20 metric ton = 22.0 tons

Method to determine operating rating: Allowable Stress(AS) [2] | Operating rating: 29.9 metric ton = 32.9 tons

Bridge posting: Equal to or above legal loads [5] | Design Load: M 18 / H 20 [4]

Functional Details

Average Daily Traffic: 15401
Average daily truck traffi: 6 %
Year: 2006
Future average daily traffic: 20473
Year: 2026

Road classification: Other Principal Arterial (Urban) [14]
Lanes on structure: 2
Approach roadway width: 5.4 m = 17.7 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 control on waterway (bridge permit required). [1]

Navigation vertical clearanc: 6 m = 19.7 ft
Navigation horizontal clearance: 26.2 m = 86.0 ft

Minimum navigation vertical clearance, vertical lift bridge: 0 m = 0.0 ft
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:
Widening of existing bridge with deck rehabilitation or replacement. [34]

Work done by: Work to be done by contract [1]

Bridge improvement cost: 99000
Roadway improvement cost: 50000

Length of structure improvement: 42.9 m = 140.8 ft
Total project cost: 149000

Year of improvement cost estimate: 2008

Border bridge - state:
Border bridge - percent responsibility of other state:

Border bridge - structure number:

Inspection and Sufficiency

Structure status	Posted for other load-capacity restriction [R]	Appraisal ratings - structural	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Satisfactory [6]	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	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	Equal to present minimum criteria [6]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	42.2

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	October 2008 [1008]	Designated inspection frequency	24	Months
Underwater inspection	Not needed [N]	Underwater inspection date		
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	October 2008 [1008]	
Other special inspection	Not needed [N]	Other special inspection date		