

HistoricBridges.org - National Bridge Inventory Data Sheet

2010 Inventory

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]	Erie County [029]	Newstead [50716]	2.7 MILES NORTH OF AKRON	43-03-36 = 43.060000	078-31-03 = - 78.517500
3326520	Highway agency district 53	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0		SWIFT MILLS ROAD	Toll On free road [3]	Features intersected MURDER CREEK	
Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi
1	Girder and floorbeam system [03]	0	Other [00]	Year built	1931
				Year reconstructed	1960
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]
Total length	22.8 m = 74.8 ft	Length of maximum span	22.2 m = 72.8 ft	Deck width, out-to-out	8.1 m = 26.6 ft
Inventory Route, Total Horizontal Clearance	7.3 m = 24.0 ft	Curb or sidewalk width - left	0.3 m = 1.0 ft	Curb or sidewalk width - right	0.3 m = 1.0 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	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	13.6 metric ton = 15.0 tons
0.1 km = 0.1 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	27.2 metric ton = 29.9 tons
	Bridge posting	20.0 - 29.9 % below [2]	Design Load	

Functional Details

Average Daily Traffic	393	Average daily truck traffi	6	%	Year	2009	Future average daily traffic	490	Year	2029
Road classification	Local (Rural) [09]		Lanes on structure	2		Approach roadway width	6.7 m = 22.0 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	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	464000	Roadway improvement cost	277000
	Length of structure improvement	22.8 m = 74.8 ft	Total project cost	741000
	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	Posted for load [P]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Poor [4]		
Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]		
Channel and channel protection	Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]		
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		Sufficiency rating	30.4
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	May 2009 [0509]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	May 2009 [0509]
Other special inspection	Not needed [N]	Other special inspection date	