HistoricBridges.org - National Bridge Inventory Data Sheet

2019 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]	Ogden [54474]	1.2MI W JCT BARGE C + 259	43-11-45.08 = 43.195856	077-49-24.54 = -77.823483

4443160	Highway agency district: 43	Owner: State Highway Agency [01]	Maintenance responsibility: State Highway Agency [01]		
Route: 0		TRIMMER ROAD	Toll: On free road [3]	Features intersected: Erie Canal Bike Path, ER	

Design - main: Steel [3]	Design - approach: Concrete [1]	Kilometerpoint: 99.8 km = 61.9 mi			
1	Truss - Thru [10]	2	Slab [01]	Year built: 1909	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared:
				Historical significance: Historical significance is not determinable at this time. [4]	

Total length: 59.4 m = 194.9 ft	Length of maximum span: 45.1 m = 148.0 ft	Deck width, out-to-out: 5 m = 16.4 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: 0.4 km = 0.2 mi	Method to determine inventory rating: Load Factor(LF) [1]	Inventory rating: 17.2 metric ton = 18.9 tons		
	Method to determine operating rating: Load Factor(LF) [1]	Operating rating: 29 metric ton = 31.9 tons		
	Bridge posting:	Design Load:		

Functional Details

Average Daily Traffic	924	Average daily truck traffi	2 %	Year	2016	Future average daily traffic	933
Year	2038						
Road classification	Local (Urban) [19]	Lanes on structure	1	Approach roadway width	6.7 m = 22.0 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	999.9 m = 3280.7 ft	Navigation horizontal clearance	22.8 m = 74.8 ft				
Minimum navigation vertical clearance, vertical lift bridge		Minimum vertical clearance over bridge roadway	4.19 m = 13.7 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

Widening of existing bridge with deck rehabilitation or replacement. [34]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	2182000	Roadway improvement cost	1278000
Length of structure improvement	59.4 m = 194.9 ft	Total project cost	3460000
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	Basically intolerable requiring high priority of replacement [2]
Condition ratings - substructure	Very Good [8]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		

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	42.2

Culverts	Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - transitions	
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail ends	

Inspection date	July 2018 [0718]	Designated inspection frequency	12	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	July 2018 [0718]
Other special inspection	Not needed [N]	Other special inspection date	