

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] Tonawanda [75000] JCT RT 266 + 324 S.B. 42-59-44 = 42.995556 078-55-56 = - 78.932222

5043981 Highway agency district 53 Owner State Toll Authority [31] Maintenance responsibility State Toll Authority [31]

Route 190 RTE I190 Toll Toll bridge [1] Features intersected RTE 266, NIAGARA RIVER,

Design - main Steel [3] Design - approach Steel [3] Kilometerpoint 575.2 km = 356.6 mi

9 Truss - Thru [10] 24 Girder and floorbeam system [03] Year built 1935 Year reconstructed 1989

Skew angle 0 Structure Flared Yes, flared [1]

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

Total length 1047.6 m = 3437.2 ft Length of maximum span 121.9 m = 400.0 ft Deck width, out-to-out 9.2 m = 30.2 ft Bridge roadway width, curb-to-curb 7.6 m = 24.9 ft

Inventory Route, Total Horizontal Clearance 7.6 m = 24.9 ft Curb or sidewalk width - left 1.3 m = 4.3 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 0.1 km = 0.1 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 33.6 metric ton = 37.0 tons

Method to determine operating rating Load Factor(LF) [1] Operating rating 48.1 metric ton = 52.9 tons

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

Functional Details

Average Daily Traffic	34128	Average daily truck traffi	14	%	Year	2009	Future average daily traffic	51134	Year	2029
Road classification	Principal Arterial - Interstate (Urban) [11]		Lanes on structure	2		Approach roadway width	11 m = 36.1 ft			
Type of service on bridge	Highway-pedestrian [5]		Direction of traffic	1 - way traffic [1]		Bridge median				
Parallel structure designation	The left structure of parallel bridges. This structure carries traffic in the opposite direction. [L]									
Type of service under bridge	Highway-waterway [6]		Lanes under structure	6		Navigation control	Navigation control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	28.3 m = 92.9 ft			Navigation horizontal clearance	121.9 m = 400.0 ft					
Minimum navigation vertical clearance, vertical lift bridge				Minimum vertical clearance over bridge roadway	5.38 m = 17.7 ft					
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	2.3 m = 7.5 ft				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	8.53 m = 28.0 ft			Minimum vertical underclearance reference feature	Highway beneath structure [H]					
Appraisal ratings - underclearances	Meets minimum tolerable limits to be left in place as is [4]									

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	1995000	Roadway improvement cost	1136000						
	Length of structure improvement	1047.6 m = 3437.2 ft		Total project cost	3131000					
	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	Equal to present minimum criteria [6]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Better than present minimum criteria [7]
Condition ratings - substructure	Satisfactory [6]	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 assessed or calculated scour condition. [5]		
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	69.9
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
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 2008 [1108]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	November 2008 [1108]
Other special inspection	Not needed [N]	Other special inspection date	

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Basic Information

New York [36] Erie County [029] Tonawanda [75000] JCT RT 266 + 324 N.B. 42-59-45 = 42.995833 078-55-55 = - 78.931944

5043982 Highway agency district 53 Owner State Toll Authority [31] Maintenance responsibility State Toll Authority [31]

Route 190 RTE I190 Toll Toll bridge [1] Features intersected RTE 266, NIAGARA RIVER,

Design - main Steel [3] Design - approach Steel [3] Kilometerpoint 575.2 km = 356.6 mi

9 Truss - Thru [10] 24 Girder and floorbeam system [03] Year built 1963 Year reconstructed N/A [0000]

Skew angle 0 Structure Flared Yes, flared [1]

Historical significance Bridge is not eligible for the NRHP. [5]

Total length 1047.6 m = 3437.2 ft Length of maximum span 121.9 m = 400.0 ft Deck width, out-to-out 9.2 m = 30.2 ft Bridge roadway width, curb-to-curb 7.6 m = 24.9 ft

Inventory Route, Total Horizontal Clearance 7.6 m = 24.9 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 1.4 m = 4.6 ft

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

Type of wearing surface Latex Concrete or similar additive [3]

Deck protection

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 32.7 metric ton = 36.0 tons

Method to determine operating rating Load Factor(LF) [1] Operating rating 51.7 metric ton = 56.9 tons

Bridge posting Equal to or above legal loads [5] Design Load MS 18+Mod / HS 20+Mod [6]

Functional Details

Average Daily Traffic	34128	Average daily truck traffi	14	%	Year	2009	Future average daily traffic	51134	Year	2029
Road classification	Principal Arterial - Interstate (Urban) [11]			Lanes on structure	2	Approach roadway width	10.1 m = 33.1 ft			
Type of service on bridge	Highway-pedestrian [5]		Direction of traffic	1 - way traffic [1]			Bridge median			
Parallel structure designation	The right structure of parallel bridges carrying the roadway in the direction of the inventory. [R]									
Type of service under bridge	Highway-waterway [6]		Lanes under structure	6	Navigation control	Navigation control on waterway (bridge permit required). [1]				
Navigation vertical clearanc	28.3 m = 92.9 ft			Navigation horizontal clearance	121.9 m = 400.0 ft					
Minimum navigation vertical clearance, vertical lift bridge				Minimum vertical clearance over bridge roadway	5.51 m = 18.1 ft					
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	2.3 m = 7.5 ft				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	8.53 m = 28.0 ft			Minimum vertical underclearance reference feature	Highway beneath structure [H]					
Appraisal ratings - underclearances	Meets minimum tolerable limits to be left in place as is [4]									

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	1995000	Roadway improvement cost	1136000						
	Length of structure improvement	1047.6 m = 3437.2 ft			Total project cost	3131000				
	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	Satisfactory [6]	Appraisal ratings - roadway alignment	Better than present minimum criteria [7]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Serious [3]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
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	Structurally deficient [1]
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	53.2
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends			
Inspection date	November 2008 [1108]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	November 2008 [1108]
Other special inspection	Not needed [N]	Other special inspection date	