

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]	Buffalo [11000]	.5 MI N JCT I190 & SH198	42-55-54.45 = 42.931792	078-54-05.17 = -78.901436
7708440	Highway agency district: 53	Owner Railroad [27]	Maintenance responsibility Railroad [27]		
Route 0	UNITY ISLAND ACCES	Toll On free road [3]	Features intersected RTE I190, BLACK ROCK CAN		
Design - main 2	Steel continuous [4] Movable - Swing [17]	Design - approach 0	Other [00]	Kilometerpoint 14.5 km = 9.0 mi	Year built 1909 Year reconstructed 2007
		Skew angle 0	Structure Flared	Historical significance Historical significance is not determinable at this time. [4]	
Total length 132.3 m = 434.1 ft	Length of maximum span 65.8 m = 215.9 ft	Deck width, out-to-out 19.2 m = 63.0 ft	Bridge roadway width, curb-to-curb 4.4 m = 14.4 ft		
Inventory Route, Total Horizontal Clearance 4.3 m = 14.1 ft	Curb or sidewalk width - left 3.7 m = 12.1 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Open Grating [3]				
Type of wearing surface	Other [9]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.3 km = 0.2 mi	Method to determine inventory rating		Inventory rating 29 metric ton = 31.9 tons
	Method to determine operating rating		Operating rating 29 metric ton = 31.9 tons
Bridge posting 10.0 - 19.9 % below [3]	Design Load Railroad [8]		

Functional Details

Average Daily Traffic	775	Average daily truck traffi	4	%	Year	2015	Future average daily traffic	782	Year	2038
Road classification	Local (Urban) [19]		Lanes on structure	1		Approach roadway width	6.1 m = 20.0 ft			
Type of service on bridge	Highway-railroad [4]		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	Highway-waterway [6]		Lanes under structure	4		Navigation control	Navigation control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	5.1 m = 16.7 ft			Navigation horizontal clearance	49.3 m = 161.8 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	Highway beneath structure [H]									
Minimum lateral underclearance on right	1.2 m = 3.9 ft				Minimum lateral underclearance on left	0.2 m = 0.7 ft				
Minimum Vertical Underclearance	4.41 m = 14.5 ft		Minimum vertical underclearance reference feature	Highway beneath structure [H]						
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrective action [3]									

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	27252000	Roadway improvement cost	15959000						
	Length of structure improvement	132.2 m = 433.7 ft		Total project cost	43211000					
	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	Basically intolerable requiring high priority of corrective action [3]
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 protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]		
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	In place but in a deteriorated condition [3]	Sufficiency rating	29.3
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	Inspected feature meets currently acceptable standards. [1]		
Inspection date	November 2018 [1118]	Designated inspection frequency	12 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	August 2017 [0817]
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	November 2018 [1118]
Other special inspection	Not needed [N]	Other special inspection date	