

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] Niagara County [063] Royalton [64034] 1.8 MI W JCT SH271 & CANAL 43-12-52 = 43.214444 078-30-20 = - 78.505556

4454040 Highway agency district 54 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 0 PEET STREET Toll On free road [3] Features intersected ERIE CANAL, NORTH TOW PA

Design - main Steel [3] Design - approach Concrete [1] Kilometerpoint 0 km = 0.0 mi  
 1 Truss - Thru [10] 2 Slab [01] Year built 1910 Year reconstructed N/A [0000]  
 Skew angle 0 Structure Flared  
 Historical significance Historical significance is not determinable at this time. [4]

Total length 58.5 m = 191.9 ft Length of maximum span 45.1 m = 148.0 ft Deck width, out-to-out 5.1 m = 16.7 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 Bituminous [6]  
 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 No rating analysis performed [5] Inventory rating 0 metric ton = 0.0 tons  
 Method to determine operating rating No rating analysis performed [5] Operating rating 0 metric ton = 0.0 tons  
 Bridge posting 30.0 - 39.9 % below [1] Design Load

### Functional Details

Average Daily Traffic	121	Average daily truck traffi	6	%	Year	1996	Future average daily traffic	151	Year	2016
Road classification	Local (Rural) [09]		Lanes on structure			Approach roadway width	6.4 m = 21.0 ft			
Type of service on bridge	Highway [1]		Direction of traffic	1 - way traffic [1]		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	4.5 m = 14.8 ft		Navigation horizontal clearance	28.6 m = 93.8 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	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]				
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	1517000		Roadway improvement cost	1011000					
	Length of structure improvement	58.5 m = 191.9 ft		Total project cost	2528000					
	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

Bridge closed to all traffic [K]

Appraisal ratings -  
structural

Condition ratings - superstructure

Critical [2]

Appraisal ratings -  
roadway alignment

Condition ratings - substructure

Critical [2]

Appraisal ratings -  
deck geometry

Condition ratings - deck

Fair [5]

Basically intolerable requiring high priority of replacement [2]

Unknown [\*]

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

Structurally deficient [1]

Pier or abutment protection

Navigation protection not required [1]

Sufficiency rating

17.4

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

December 2009 [1209]

Designated inspection frequency

12

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every year [Y12]

Fracture critical inspection date

December 2009 [1209]

Other special inspection

Not needed [N]

Other special inspection date