

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

New York [36] Niagara County [063] Lockport [43082] .3 MI NE JCT SH 78 & SH31 43-10-15 = 43.170833 078-41-34 = - 78.692778

4454160 Highway agency district 54 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 0 PINE STREET Toll On free road [3] Features intersected ERIE CANAL, NORTH TOWPAT

Design - main Steel [3] Design - approach Other [00] Kilometerpoint 0 km = 0.0 mi

1 Arch - Deck [11] 0 Other [00] Year built 1901 Year reconstructed 1974

Skew angle 24 Structure Flared

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

Total length 53.9 m = 176.8 ft Length of maximum span 53.3 m = 174.9 ft Deck width, out-to-out 20.5 m = 67.3 ft Bridge roadway width, curb-to-curb 12.1 m = 39.7 ft

Inventory Route, Total Horizontal Clearance 12.1 m = 39.7 ft Curb or sidewalk width - left 3.7 m = 12.1 ft Curb or sidewalk width - right 3.7 m = 12.1 ft

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

Type of wearing surface Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]

Deck protection

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 0.1 km = 0.1 mi Method to determine inventory rating No rating analysis performed [5] Inventory rating 32.6 metric ton = 35.9 tons

Method to determine operating rating No rating analysis performed [5] Operating rating 99.9 metric ton = 109.9 tons

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

Functional Details

Average Daily Traffic	5480	Average daily truck traffi	4	%	Year	2007	Future average daily traffic	7053	Year	2027
Road classification	Collector (Urban) [17]	Lanes on structure	2	Approach roadway width	12.1 m = 39.7 ft					
Type of service on bridge	Highway-pedestrian [5]	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 control on waterway (bridge permit required). [1]					
Navigation vertical clearanc	17.3 m = 56.8 ft		Navigation horizontal clearance	13.1 m = 43.0 ft						
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	2740000	Roadway improvement cost	1595000						
	Length of structure improvement	53.9 m = 176.8 ft		Total project cost	4335000					
	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	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - deck	<input type="text" value="Good [7]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/>		
Channel and channel protection	<input type="text" value="Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Equal to present minimum criteria [6]"/>	Status evaluation	<input type="text"/>
Pier or abutment protection	<input type="text" value="Navigation protection not required [1]"/>	Sufficiency rating	<input type="text" value="85.7"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="December 2008 [1208]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="December 2008 [1208]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>