

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] Lockport [43082] AT LOCKPORT ON CANAL 43-10-43 = 43.178611 078-40-57 = - 78.682500

4454140 Highway agency district 54 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 0 NORTH ADAM STREET Toll On free road [3] Features intersected ERIE CANAL

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

1 Movable - Lift [15] 2 Stringer/Multi-beam or girder [02] Year built 1918 Year reconstructed N/A [0000]

Skew angle 0 Structure Flared Yes, flared [1]

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

Total length 39.6 m = 129.9 ft Length of maximum span 29.5 m = 96.8 ft Deck width, out-to-out 7.8 m = 25.6 ft Bridge roadway width, curb-to-curb 7.2 m = 23.6 ft

Inventory Route, Total Horizontal Clearance 7.2 m = 23.6 ft Curb or sidewalk width - left 1.9 m = 6.2 ft Curb or sidewalk width - right 1.9 m = 6.2 ft

Deck structure type Other [9]

Type of wearing surface Wood or Timber [7]

Deck protection Unknown [8]

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 18 metric ton = 19.8 tons

Method to determine operating rating No rating analysis performed [5] Operating rating 18 metric ton = 19.8 tons

Bridge posting 00.1 - 09.9 % below [4] Design Load

Functional Details

Average Daily Traffic	1630	Average daily truck traffi	4	%	Year	2009	Future average daily traffic	2031	Year	2029
Road classification	Local (Urban) [19]	Lanes on structure	2	Approach roadway width	7.3 m = 24.0 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	4.5 m = 14.8 ft		Navigation horizontal clearance	28.6 m = 93.8 ft						
Minimum navigation vertical clearance, vertical lift bridge	0.3 m = 1.0 ft			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	768000	Roadway improvement cost	459000						
	Length of structure improvement	39.6 m = 129.9 ft		Total project cost	1227000					
	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	Posted for load [P]	Appraisal ratings - structural	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - substructure	Serious [3]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
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	Equal to present minimum criteria [6]	Status evaluation	Structurally deficient [1]
Pier or abutment protection	None present but re-evaluation suggested [5]	Sufficiency rating	15.8
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions	Not applicable or a safety feature is not required. [N]		
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	