

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 [43093]	1 MILE EAST OF LOCKPORT
43-11-28 = 43.191111	078-38-59 = - 78.649722
4454110	Highway agency district 54
Owner Town or Township Highway Agency [03]	Maintenance responsibility Town or Township Highway Agency [03]
Route 0	DAY ROAD
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	Year built 1909
Year reconstructed 2003	Year built 1909
1 Truss - Thru [10]	2 Slab [01]
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 5.8 m = 19.0 ft	Bridge roadway width, curb-to-curb 4.2 m = 13.8 ft
Inventory Route, Total Horizontal Clearance 4.2 m = 13.8 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	Other [9]

Weight Limits	
Bypass, detour length 0.3 km = 0.2 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	2101	Average daily truck traffi	4	%	Year	1996	Future average daily traffic	2704	Year	2016
Road classification	Collector (Urban) [17]		Lanes on structure	1		Approach roadway width	6.2 m = 20.3 ft			
Type of service on bridge	Highway [1]		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	Waterway [5]		Lanes under structure	0		Navigation control	Navigation control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	5 m = 16.4 ft			Navigation horizontal clearance	28.6 m = 93.8 ft					
Minimum navigation vertical clearance, vertical lift bridge				Minimum vertical clearance over bridge roadway	4.22 m = 13.8 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	647000	Roadway improvement cost	386000						
	Length of structure improvement	58.5 m = 191.9 ft		Total project cost	1033000					
	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="Posted for load [P]"/>	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="Good [7]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - substructure	<input type="text" value="Very Good [8]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Excellent [9]"/>		
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="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	<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="50.6"/>
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" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Inspection date	<input type="text" value="October 2009 [1009]"/>	Designated inspection frequency	<input type="text" value="12"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Every year [Y12]"/>	Fracture critical inspection date	<input type="text" value="October 2009 [1009]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>