

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.

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| Basic Information | |
| New York [36] | Niagara County [063] |
| Niagara Falls [51055] | JCT RT 182 + NIAGARA R. |
| 5039547 | Highway agency district 54 |
| Owner Local Toll Authority [32] | Maintenance responsibility Local Toll Authority [32] |
| Route 0 | WHIRPOOL RAP BR |
| Toll Toll bridge [1] | Features intersected CANADIAN NAT RR, NIAGARA |
| Design - main Steel [3] | Design - approach Steel [3] |
| Kilometerpoint 16090 km = 9975.8 mi | Year built 1899 |
| 1 Arch - Thru [12] | 2 Truss - Thru [10] |
| Year reconstructed 1918 | Skew angle 0 |
| Historical significance Bridge is eligible for the NRHP. [2] | Structure Flared |
| Total length 240.7 m = 789.7 ft | Length of maximum span 167.6 m = 549.9 ft |
| Deck width, out-to-out 9.4 m = 30.8 ft | Bridge roadway width, curb-to-curb 7.9 m = 25.9 ft |
| Inventory Route, Total Horizontal Clearance 7.9 m = 25.9 ft | Curb or sidewalk width - left 3.2 m = 10.5 ft |
| Curb or sidewalk width - right 3.2 m = 10.5 ft | |
| Deck structure type Concrete Cast-in-Place [1] | |
| Type of wearing surface Latex Concrete or similar additive [3] | |
| Deck protection | |
| Type of membrane/wearing surface | |

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| Weight Limits | |
| Bypass, detour length 0.4 km = 0.2 mi | Method to determine inventory rating No rating analysis performed [5] |
| Inventory rating 22 metric ton = 24.2 tons | Method to determine operating rating No rating analysis performed [5] |
| Operating rating 71 metric ton = 78.1 tons | Bridge posting Equal to or above legal loads [5] |
| Design Load | |

Functional Details

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|---|---------------------------------------|----------------------------|---|---------------------------------------|------|--|------------------------------|-------|------|------|
| Average Daily Traffic | 11933 | Average daily truck traffi | 4 | % | Year | 1989 | Future average daily traffic | 14869 | Year | 2009 |
| Road classification | Local (Urban) [19] | | Lanes on structure | 2 | | Approach roadway width | 7.9 m = 25.9 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 vertical clearanc | 0 = N/A | | Navigation horizontal clearance | 0 = N/A | | | | | | |
| Minimum navigation vertical clearance, vertical lift bridge | | | Minimum vertical clearance over bridge roadway | 3.04 m = 10.0 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

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|---|-----------------------------------|---------------------------------|--------------------------|--------------------|---|--|--|--|--|--|
| 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 | 240.7 m = 789.7 ft | | Total project cost | 4335000 | | | | | |
| | Year of improvement cost estimate | 2009 | | | | | | | | |
| | Border bridge - state | Unknown [CAN] | | | Border bridge - percent responsibility of other state | | | | | |
| | Border bridge - structure number | 0 | | | | | | | | |

Inspection and Sufficiency

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|---|---|---------------------------------------|--|
| Structure status | Open, no restriction [A] | Appraisal ratings - structural | Meets minimum tolerable limits to be left in place as is [4] |
| Condition ratings - superstructure | Poor [4] | 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 corrective action [3] |
| Condition ratings - deck | Fair [5] | | |
| Scour | Bridge foundations (including piles) on dry land well above flood water elevations. [9] | | |
| Channel and channel protection | 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 | Equal to present minimum criteria [6] | Status evaluation | Structurally deficient [1] |
| Pier or abutment protection | | Sufficiency rating | 27.1 |
| 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 | October 2008 [1008] | Designated inspection frequency | 24 Months |
| Underwater inspection | Not needed [N] | Underwater inspection date | |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | October 2008 [1008] |
| Other special inspection | Not needed [N] | Other special inspection date | |