

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]	Montgomery County [057]	Minden [47614]	4 MI W OF FORT PLAIN	42-56-07.11 = 42.935308	074-42-14.04 = -74.703900
3309490	Highway agency district 25	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	CR73 BERKMANS CORN	Toll On free road [3]	Features intersected	OTSQUAGO CREEK	
Design - main Concrete [1]	Design - approach Other [00]	Kilometerpoint 685.4 km = 424.9 mi	Year built 1930	Year reconstructed 1973	
1	Arch - Thru [12]	Skew angle 0	Structure Flared	Historical significance Bridge is eligible for the NRHP. [2]	
Total length 23.4 m = 76.8 ft	Length of maximum span 21.6 m = 70.9 ft	Deck width, out-to-out 6.6 m = 21.7 ft	Bridge roadway width, curb-to-curb 5.5 m = 18.0 ft		
Inventory Route, Total Horizontal Clearance 5.4 m = 17.7 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.6 km = 0.4 mi	Method to determine inventory rating No rating analysis or evaluation perfor	Inventory rating 21.1 metric ton = 23.2 tons
	Method to determine operating rating No rating analysis or evaluation perfor	Operating rating 59.5 metric ton = 65.5 tons
Bridge posting Equal to or above legal loads [5]	Design Load	

Functional Details

Average Daily Traffic	527	Average daily truck traffi	7	%	Year	2009	Future average daily traffic	738	Year	2029
Road classification	Minor Collector (Rural) [08]	Lanes on structure	2	Approach roadway width	4.5 m = 14.8 ft					
Type of service on bridge	Highway [1]	Direction of traffic	2 - way traffic [2]		Bridge median					
Parallel structure designatio	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	99.99 m = 328.1 ft						
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	0 = N/A			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]								
Bridge deck rehabilitation with only incidental widening. [36]	Bridge improvement cost	223000	Roadway improvement cost	131000						
	Length of structure improvement	23.4 m = 76.8 ft		Total project cost	354000					
	Year of improvement cost estimate	2014								
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

Inspection and Sufficiency

Structure status

Open, no restriction [A]

Appraisal ratings -
structural

Somewhat better than minimum adequacy to tolerate being left in place as is [5]

Condition ratings - superstructure

Fair [5]

Appraisal ratings -
roadway alignment

Meets minimum tolerable limits to be left in place as is [4]

Condition ratings - substructure

Fair [5]

Appraisal ratings -
deck geometry

Basically intolerable requiring high priority of replacement [2]

Condition ratings - deck

Fair [5]

Scour

Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]

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

Somewhat better than minimum adequacy to tolerate being left in place as is [5]

Status evaluation

Functionally obsolete [2]

Pier or abutment protection

Sufficiency rating

48.3

Culverts

Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings

Inspected feature meets currently acceptable standards. [1]

Traffic safety features - transitions

Inspected feature meets currently acceptable standards. [1]

Traffic safety features - approach guardrail

Inspected feature meets currently acceptable standards. [1]

Traffic safety features - approach guardrail ends

Inspection date

May 2015 [0515]

Designated inspection frequency

24

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every two years [Y24]

Fracture critical inspection date

May 2015 [0515]

Other special inspection

Not needed [N]

Other special inspection date