

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]	Rensselaer County [083]	Nassau [49517]	0.4 MI E JCT RTS 20 & 66	42-29-43 = 42.495278	073-32-06 = - 73.535000
1016010	Highway agency district: 14	Owner State Highway Agency [01]	Maintenance responsibility State Highway Agency [01]		
Route 20	RTE 20	Toll On free road [3]	Features intersected KINDERHOOK CREEK		
Design - main Steel [3]	Design - approach	Kilometerpoint 2722.4 km = 1687.9 mi	Year built 1929	Year reconstructed 1985	
1 Truss - Thru [10]	0 Other [00]	Skew angle 17	Structure Flared		
		Historical significance	Bridge is not eligible for the NRHP. [5]		
Total length 31.6 m = 103.7 ft	Length of maximum span 30.4 m = 99.7 ft	Deck width, out-to-out 9.8 m = 32.2 ft	Bridge roadway width, curb-to-curb 9.1 m = 29.9 ft		
Inventory Route, Total Horizontal Clearance 9.1 m = 29.9 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	Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]				
Deck protection	Epoxy Coated Reinforcing [1]				
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.1 km = 0.1 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	43.5 metric ton = 47.9 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	72.6 metric ton = 79.9 tons
Bridge posting	Equal to or above legal loads [5]		Design Load	

Functional Details

Average Daily Traffic	5000	Average daily truck traffi	14	%	Year	2011	Future average daily traffic	7000	Year	2031
Road classification	Principal Arterial - Other (Rural) [02]		Lanes on structure	2		Approach roadway width	9.1 m = 29.9 ft			
Type of service on bridge	Highway [1]		Direction of traffic	2 - way traffic [2]		Bridge median	Closed median (no barriers) [2]			
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	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	3289000	Roadway improvement cost	1926000						
	Length of structure improvement	31.6 m = 103.7 ft		Total project cost	5215000					
	Year of improvement cost estimate	2011								
	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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
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 protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]		
Appraisal ratings - water adequacy	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	48.5
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			
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	October 2011 [1011]	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 2011 [1011]
Other special inspection	Not needed [N]	Other special inspection date	