

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] 0.1 MI W JCT RTS 20 & 66 42-29-42 = 42.495000 073-32-47 = - 73.546389

1016000 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 Other [00] Kilometerpoint 2629.1 km = 1630.0 mi

1 Truss - Thru [10] 0 Other [00] Year built 1930 Year reconstructed 1985

Skew angle 29 Structure Flared

Historical significance Bridge is not eligible for the NRHP. [5]

Total length 35.3 m = 115.8 ft Length of maximum span 33.5 m = 109.9 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 39 metric ton = 42.9 tons

Method to determine operating rating Load Factor(LF) [1] Operating rating 65.3 metric ton = 71.8 tons

Bridge posting Equal to or above legal loads [5] Design Load

Functional Details

Average Daily Traffic	4600	Average daily truck traffi	14	%	Year	2009	Future average daily traffic	6440	Year	2029
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				
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	3107000	Roadway improvement cost	1819000						
	Length of structure improvement	35.3 m = 115.8 ft		Total project cost	4926000					
	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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Fair [5]	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 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	
Pier or abutment protection		Sufficiency rating	64.7
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	September 2011 [0911]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	September 2011 [0911]
Other special inspection	Not needed [N]	Other special inspection date	