

HistoricBridges.org - National Bridge Inventory Data Sheet

2016 Inventory

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]	Ulster County [111]	Ulster [75935]	JCT RT 199 < HUDSON R	41-58-38.93 = 41.977481	073-56-43.63 = -73.945453
5040010	Highway agency district: 86	Owner State Toll Authority [31]	Maintenance responsibility	State Toll Authority [31]	
Route 199	RTE 199	Toll Toll bridge [1]	Features intersected	COUNTY ROAD 37, HUDSON R	
Design - main	Steel continuous [4]	Design - approach	Steel continuous [4]	Kilometerpoint	0 km = 0.0 mi
10	Truss - Deck [09]	21	Girder and floorbeam system [03]	Year built	1957
				Year reconstructed	2002
				Skew angle	0
				Structure Flared	
				Historical significance	Historical significance is not determinable at this time. [4]
Total length	2375.3 m = 7793.4 ft	Length of maximum span	243.8 m = 799.9 ft	Deck width, out-to-out	13.2 m = 43.3 ft
Inventory Route, Total Horizontal Clearance	12.2 m = 40.0 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft
Deck structure type	Other [9]				
Type of wearing surface	Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]				
Deck protection	Unknown [8]				
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	26.3 metric ton = 28.9 tons
6.7 km = 4.2 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	41.7 metric ton = 45.9 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic	21183	Average daily truck traffi	5	%	Year	2014	Future average daily traffic	29656	Year	2034
Road classification	Other Principal Arterial (Urban) [14]		Lanes on structure	2		Approach roadway width	12.4 m = 40.7 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	Highway-waterway-railroad [8]		Lanes under structure	2		Navigation control	Navigation control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	40.2 m = 131.9 ft		Navigation horizontal clearance	236.5 m = 776.0 ft						
Minimum navigation vertical clearance, vertical lift bridge			Minimum vertical clearance over bridge roadway	99.99 m = 328.1 ft						
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	1.9 m = 6.2 ft					Minimum lateral underclearance on left	0 = N/A			
Minimum Vertical Underclearance	13.99 m = 45.9 ft		Minimum vertical underclearance reference feature	Highway beneath structure [H]						
Appraisal ratings - underclearances	Meets minimum tolerable limits to be left in place as is [4]									

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	275000	Roadway improvement cost	161000
	Length of structure improvement	2375.3 m = 7793.4 ft	Total project cost	436000
	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	Equal to present minimum criteria [6]
Condition ratings - superstructure	Good [7]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Good [7]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	
Pier or abutment protection	None present but re-evaluation suggested [5]	Sufficiency rating	75.9
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	Inspected feature meets currently acceptable standards. [1]		
Inspection date	May 2015 [0515]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	June 2012 [0612]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	May 2015 [0515]
Other special inspection	Not needed [N]	Other special inspection date	