

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] Essex County [031] Crown Point [19246] 16.2MI NE OF JCT.9N&22&74 44-01-47 = 44.029722 073-25-32 = - 73.425556

5521180 Highway agency district 12 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 185 RTE 185 Toll Toll bridge [1] Features intersected BOATLAUNCH ACCESS, LAKE

Design - main Steel [3] Design - approach Steel [3] Kilometerpoint 594.2 km = 368.4 mi

6 Truss - Thru [10] 8 Girder and floorbeam system [03] Year built 1929 Year reconstructed 1991

Skew angle 0 Structure Flared

Historical significance Historical significance is not determinable at this time. [4]

Total length 667.8 m = 2191.1 ft Length of maximum span 132.2 m = 433.7 ft Deck width, out-to-out 8.5 m = 27.9 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 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft

Deck structure type Other [9]

Type of wearing surface Epoxy Overlay [5]

Deck protection Unknown [8]

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 12.8 km = 7.9 mi Method to determine inventory rating Allowable Stress(AS) [2] Inventory rating 22.7 metric ton = 25.0 tons

Method to determine operating rating Allowable Stress(AS) [2] Operating rating 34.5 metric ton = 38.0 tons

Bridge posting 30.0 - 39.9 % below [1] Design Load

Functional Details

Average Daily Traffic	3177	Average daily truck traffi	10	%	Year	2009	Future average daily traffic	4039	Year	2029
Road classification	Minor Arterial (Rural) [06]		Lanes on structure	2		Approach roadway width	7.3 m = 24.0 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 control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	28.9 m = 94.8 ft			Navigation horizontal clearance	129.2 m = 423.9 ft					
Minimum navigation vertical clearance, vertical lift bridge				Minimum vertical clearance over bridge roadway	4.26 m = 14.0 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

Type of work to be performed	Work done by Work to be done by contract [1]									
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	22179000			Roadway improvement cost	14857000				
	Length of structure improvement	667.8 m = 2191.1 ft			Total project cost	37036000				
	Year of improvement cost estimate	2009								
	Border bridge - state	Unknown [501]				Border bridge - percent responsibility of other state	50			
	Border bridge - structure number	0								

Inspection and Sufficiency

Structure status	<input type="text" value="Bridge closed to all traffic [K]"/>	Appraisal ratings - structural	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - superstructure	<input type="text" value="Poor [4]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Better than present minimum criteria [7]"/>
Condition ratings - substructure	<input type="text" value="Poor [4]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/>		
Channel and channel protection	<input type="text" value="There are no noticeable or noteworthy deficiencies which affect the condition of the channel. [9]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Equal to present desirable criteria [8]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text" value="Navigation protection not required [1]"/>	Sufficiency rating	<input type="text" value="29.2"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="May 2009 [0509]"/>	Designated inspection frequency	<input type="text" value="12"/> Months
Underwater inspection	<input type="text" value="Unknown [Y60]"/>	Underwater inspection date	<input type="text" value="October 2009 [1009]"/>
Fracture critical inspection	<input type="text" value="Every year [Y12]"/>	Fracture critical inspection date	<input type="text" value="May 2009 [0509]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>