

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] New York County [061] New York [51000] OVER HARLEM RV NR HIGH BR 40-49-41 = 40.828056 073-56-05 = - 73.934722

1240090 Highway agency district #Num! Owner State Highway Agency [01] Maintenance responsibility City or Municipal Highway Agency [04]

Route 0 EAST 155TH STREET Toll On free road [3] Features intersected RTE I87, HARLEM RIVER, M

Design - main Steel [3] Design - approach Steel [3] Kilometerpoint 0 km = 0.0 mi
 2 Movable - Swing [17] 50 Mixed types [20] Year built 1895 Year reconstructed 2003
 Skew angle 0 Structure Flared Yes, flared [1]
 Historical significance Historical significance is not determinable at this time. [4]

Total length 998.2 m = 3275.1 ft Length of maximum span 67.1 m = 220.2 ft Deck width, out-to-out 20.3 m = 66.6 ft Bridge roadway width, curb-to-curb 13.4 m = 44.0 ft

Inventory Route, Total Horizontal Clearance 13.4 m = 44.0 ft Curb or sidewalk width - left 2.2 m = 7.2 ft Curb or sidewalk width - right 2.2 m = 7.2 ft

Deck structure type Closed Grating [4]

Type of wearing surface Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]

Deck protection

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 0.3 km = 0.2 mi Method to determine inventory rating Allowable Stress(AS) [2] Inventory rating 32.7 metric ton = 36.0 tons

Method to determine operating rating Allowable Stress(AS) [2] Operating rating 39 metric ton = 42.9 tons

Bridge posting Equal to or above legal loads [5] Design Load MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic	33539	Average daily truck traffi	9	%	Year	2008	Future average daily traffic	46955	Year	2028
Road classification	Other Principal Arterial (Urban) [14]		Lanes on structure	4		Approach roadway width	13.4 m = 44.0 ft			
Type of service on bridge	Highway-pedestrian [5]		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 [Lanes under structure	22		Navigation control	Navigation control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	8.8 m = 28.9 ft		Navigation horizontal clearance	50.2 m = 164.7 ft						
Minimum navigation vertical clearance, vertical lift bridge			Minimum vertical clearance over bridge roadway	4.42 m = 14.5 ft						
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	0 = N/A				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	4.27 m = 14.0 ft		Minimum vertical underclearance reference feature	Highway beneath structure [H]						
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrective action [3]									

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	79493000	Roadway improvement cost	46650000		
	Length of structure improvement	998.2 m = 3275.1 ft		Total project cost	126143000	
	Year of improvement cost estimate	2009				
	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	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Excellent [9]		
Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]		
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	In place but re-evaluation of design suggested [4]	Sufficiency rating	61.4
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	December 2009 [1209]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	July 2007 [0707]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	December 2009 [1209]
Other special inspection	Not needed [N]	Other special inspection date	