

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]	Orange County [071]	Newburgh [50045]	JCT.RTE I-84 & HUDSON R.	41-31-13.68 = 41.520467	073-59-48.42 = -73.996783
5060381	Highway agency district: 83	Owner State Toll Authority [31]	Maintenance responsibility	State Toll Authority [31]	
Route 84		RTE I84	Toll Toll bridge [1]	Features intersected	GRAND AVENUE, HUDSON RIV
Design - main	Steel [3]	Design - approach	Steel [3]	Kilometerpoint	0 km = 0.0 mi
25	Truss - Thru [10]	10	Stringer/Multi-beam or girder [02]	Year built	1963
				Year reconstructed	1984
				Skew angle	1
				Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]
Total length	2395.7 m = 7860.3 ft	Length of maximum span	182.8 m = 599.8 ft	Deck width, out-to-out	13 m = 42.7 ft
Inventory Route, Total Horizontal Clearance	12 m = 39.4 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	Method to determine inventory rating	No rating analysis or evaluation perfor	Inventory rating	32.7 metric ton = 36.0 tons
0.1 km = 0.1 mi	Method to determine operating rating	No rating analysis or evaluation perfor	Operating rating	84.9 metric ton = 93.4 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18+Mod / HS 20+Mod [6]

Functional Details

Average Daily Traffic	33848	Average daily truck traffi	15	%	Year	2014	Future average daily traffic	0	Year	2034
Road classification	Principal Arterial - Interstate (Urban) [11]		Lanes on structure	3		Approach roadway width	12.1 m = 39.7 ft			
Type of service on bridge	Highway [1]		Direction of traffic	1 - way traffic [1]		Bridge median				
Parallel structure designation	The left structure of parallel bridges. This structure carries traffic in the opposite direction. [L]									
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	45.1 m = 148.0 ft		Navigation horizontal clearance	231.6 m = 759.9 ft						
Minimum navigation vertical clearance, vertical lift bridge			Minimum vertical clearance over bridge roadway	5.1 m = 16.7 ft						
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	3.1 m = 10.2 ft					Minimum lateral underclearance on left	0 = N/A			
Minimum Vertical Underclearance	5.2 m = 17.1 ft		Minimum vertical underclearance reference feature	Highway beneath structure [H]						
Appraisal ratings - underclearances	Equal to present minimum criteria [6]									

Repair and Replacement Plans

Type of work to be performed	Work done by	Work to be done by contract [1]		
Bridge deck replacement with only incidental widening. [37]	Bridge improvement cost	55759000	Roadway improvement cost	32652000
	Length of structure improvement	2395.7 m = 7860.3 ft	Total project cost	88411000
	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	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - deck	Fair [5]		
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	Equal to present minimum criteria [6]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection	None present but re-evaluation suggested [5]	Sufficiency rating	70.9
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
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	May 2012 [0512]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	May 2015 [0515]
Other special inspection	Not needed [N]	Other special inspection date	