

HistoricBridges.org - National Bridge Inventory Data Sheet

2019 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]	Columbia County [021]	Chatham [14014]	3.8 MI S JCT RTE66+I90	42-25-06.08 = 42.418356	073-36-51.73 = -73.614369
1029040	Highway agency district: 81	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 66	RTE 66	Toll On free road [3]	Features intersected	KINDERHOOK CREEK	
Design - main	Steel [3]	Design - approach		Kilometerpoint	2701.5 km = 1674.9 mi
1	Truss - Thru [10]	0	Other [00]	Year built	1927
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is eligible for the NRHP. [2]
Total length	38.1 m = 125.0 ft	Length of maximum span	36.5 m = 119.8 ft	Deck width, out-to-out	9.6 m = 31.5 ft
Inventory Route, Total Horizontal Clearance	6.7 m = 22.0 ft	Curb or sidewalk width - left	1.7 m = 5.6 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	Load Factor(LF) [1]	Inventory rating	19.1 metric ton = 21.0 tons
2.4 km = 1.5 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	32.7 metric ton = 36.0 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic	1699	Average daily truck traffi	8	%	Year	2016	Future average daily traffic	1715	Year	2038
Road classification	Major Collector (Rural) [07]		Lanes on structure	2		Approach roadway width	7 m = 23.0 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 vertical clearanc	0 = N/A		Navigation horizontal clearance	0 = N/A						
Minimum navigation vertical clearance, vertical lift bridge						Minimum vertical clearance over bridge roadway	4.47 m = 14.7 ft			
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	0 = N/A					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	2870000	Roadway improvement cost	1681000
	Length of structure improvement	38.1 m = 125.0 ft	Total project cost	4551000
	Year of improvement cost estimate	2018		
	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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	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 corrective action [3]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]		
Appraisal ratings - water adequacy	Meets minimum tolerable limits to be left in place as is [4]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	28.6
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 2018 [0918]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	September 2018 [0918]
Other special inspection	Not needed [N]	Other special inspection date	