

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]	Rockland County [087]	Orangetown [55211]	1.1 MI N JCT PIP+RTE 340	41-01-50.04 = 41.030567	073-56-25.41 = -73.940392
1068570	Highway agency district: 85	Owner State Park, Forest, or Reservation Agen [0111]	Maintenance responsibility	State Highway Agency [01]	
Route 0		KINGS HIGHWAY	Toll On free road [3]	Features intersected RTE 987C	
Design - main 1	Concrete [1] Frame [07]	Design - approach 0	Other [00]	Kilometerpoint 133.5 km = 82.8 mi	Year built 1954 Year reconstructed N/A [0000]
				Skew angle 35	Structure Flared
				Historical significance Historical significance is not determinable at this time. [4]	
Total length	23.2 m = 76.1 ft	Length of maximum span	19.5 m = 64.0 ft	Deck width, out-to-out	14.3 m = 46.9 ft
Inventory Route, Total Horizontal Clearance	10.5 m = 34.5 ft	Curb or sidewalk width - left	1.5 m = 4.9 ft	Curb or sidewalk width - right	1.5 m = 4.9 ft
Deck structure type	Not applicable [N]				
Type of wearing surface	Bituminous [6]				
Deck protection	Not applicable (applies only to structures with no deck) [N]				
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.3 km = 0.2 mi	Method to determine inventory rating		Inventory rating	20.6 metric ton = 22.7 tons
	Method to determine operating rating		Operating rating	57.1 metric ton = 62.8 tons
Bridge posting	Equal to or above legal loads [5]		Design Load	M 18 / H 20 [4]

Functional Details

Average Daily Traffic	4320	Average daily truck traffi	2	%	Year	2018	Future average daily traffic	4363	Year	2038
Road classification	Collector (Urban) [17]		Lanes on structure	2		Approach roadway width	10.4 m = 34.1 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, with or without ped		Lanes under structure	2		Navigation control	Not applicable, no waterway. [N]			
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	99.99 m = 328.1 ft			
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	2 m = 6.6 ft					Minimum lateral underclearance on left	5.9 m = 19.4 ft			
Minimum Vertical Underclearance	4.31 m = 14.1 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	2237000	Roadway improvement cost	1310000
	Length of structure improvement	23.1 m = 75.8 ft	Total project cost	3547000
	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	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
Scour	<input type="text" value="Bridge not over waterway. [N]"/>		
Channel and channel protection	<input type="text" value="Not applicable. [N]"/>		
Appraisal ratings - water adequacy	<input type="text" value="N/A [N]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="67.9"/>
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" value="Inspected feature meets currently acceptable standards. [1]"/>		
Inspection date	<input type="text" value="July 2018 [0718]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Not needed [N]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>