

# 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](http://www.historicbridges.org). Data Conversion Assistance By [www.bridgehunter.com](http://www.bridgehunter.com). None of the involved parties make any guarantee of accuracy.

## Basic Information

|                                    |                             |   |                            |                               |                                      |
|------------------------------------|-----------------------------|---|----------------------------|-------------------------------|--------------------------------------|
| New York [36]                      | Westchester County [119]    | Cortlandt [18410]                           | AT CROTON ON HUDSON        | 41-12-43.21 =<br>41.212003    | 073-52-08.94<br>= -73.869150         |
| 3348560                            | Highway agency district: 87 | Owner County Highway Agency [02]            | Maintenance responsibility | County Highway Agency [02]    |                                      |
| Route 0                            |                             | QUAKER BRIDGE RD                            | Toll On free road [3]      | Features intersected          | CROTON RIVER                         |
| Design - main                      | Steel [3]                   | Design - approach                           |                            | Kilometerpoint                | 135.2 km = 83.8 mi                   |
| 1                                  | Truss - Thru [10]           | 0   | Other [00]                 | Year built                    | 1930                                 |
|                                    |                             |   |                            | Year reconstructed            | 1994                                 |
|                                    |                             |   |                            | Skew angle                    | 0                                    |
|                                    |                             |   |                            | Structure Flared              |                                      |
|                                    |                             |   |                            | Historical significance       | Bridge is eligible for the NRHP. [2] |
| Total length                       | 30.8 m = 101.1 ft           | Length of maximum span                      | 29.8 m = 97.8 ft           | Deck width, out-to-out        | 6.2 m = 20.3 ft                      |
| Bridge roadway width, curb-to-curb | 4.7 m = 15.4 ft             | Inventory Route, Total Horizontal Clearance | 4.7 m = 15.4 ft            | Curb or sidewalk width - left | 0 m = 0.0 ft                         |
| Curb or sidewalk width - right     | 0 m = 0.0 ft                | Deck structure type                         | Open Grating [3]           |                               |                                      |
| Type of wearing surface            | Other [9]                   |   |                            |                               |                                      |
| Deck protection                    |                             |   |                            |                               |                                      |
| Type of membrane/wearing surface   |                             |   |                            |                               |                                      |

## Weight Limits

|                       |                                      |                     |                  |                             |
|-----------------------|--------------------------------------|---------------------|------------------|-----------------------------|
| Bypass, detour length | Method to determine inventory rating | Load Factor(LF) [1] | Inventory rating | 12.7 metric ton = 14.0 tons |
| 0.4 km = 0.2 mi       | Method to determine operating rating | Load Factor(LF) [1] | Operating rating | 21.8 metric ton = 24.0 tons |
| Bridge posting        |                                      | Design Load         |                  |                             |

### Functional Details

|   |                                       |                            |   |   |      |  |                              |   |      |  |
|---|---------------------------------------|----------------------------|---|---|------|--|------------------------------|---|------|--|
| Average Daily Traffic                                       | 0                                     | Average daily truck traffi | 3   | %                                       | Year | 2018   | Future average daily traffic | 0 | Year |  |
| Road classification   | Local (Urban) [19]                    |                            | Lanes on structure                                | 1                                       |      | Approach roadway width                         | 5.8 m = 19.0 ft              |   |      |  |
| Type of service on bridge                                   | Highway [1]                           |                            | Direction of traffic                              | One lane bridge for 2 - way traffic [3] |      | 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 | 3.78 m = 12.4 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           | 1942000                         | Roadway improvement cost                              | 1137000 |
|   | Length of structure improvement   | 30.1 m = 98.8 ft                | Total project cost                                    | 3080000 |
|   | 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                                  | Posted for load [P]   | Appraisal ratings - structural        | Meets minimum tolerable limits to be left in place as is [4]           |
| Condition ratings - superstructure                | Poor [4]  | Appraisal ratings - roadway alignment | Basically intolerable requiring high priority of corrective action [3] |
| Condition ratings - substructure                  | Satisfactory [6]  | Appraisal ratings - deck geometry     | Basically intolerable requiring high priority of corrective action [3] |
| Condition ratings - deck                          | Poor [4]  |                                       |  |
| Scour   | Bridge is scour critical; bridge foundations determined to be unstable. [3]   |                                       |  |
| Channel and channel protection                    | Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6] |                                       |  |
| Appraisal ratings - water adequacy                | Somewhat better than minimum adequacy to tolerate being left in place as is [5]   | Status evaluation                     | Structurally deficient [1]   |
| Pier or abutment protection                       |   | Sufficiency rating                    | 16.6   |
| 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      |   |                                       |  |
| 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         |  |