

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] Greene County [039] Catskill [13002] 0.5 MI E JCT RTS 385 & 23 42-13-24 = 42.223333 073-51-03 = - 73.850833

5017820 Highway agency district 13 Owner State Toll Authority [31] Maintenance responsibility State Toll Authority [31]

Route 23 RTE 23 Toll Toll bridge [1] Features intersected CSX TRANS/AMTRAK, HUDSON

Design - main Steel [3] Design - approach Steel [3] Kilometerpoint 5844.4 km = 3623.5 mi

5 Truss - Thru [10] 24 Truss - Deck [09] Year built 1935 Year reconstructed 1993

Skew angle 0 Structure Flared Yes, flared [1]

Historical significance Historical significance is not determinable at this time. [4]

Total length 1536.1 m = 5039.9 ft Length of maximum span 121.9 m = 400.0 ft Deck width, out-to-out 11.2 m = 36.7 ft Bridge roadway width, curb-to-curb 10.3 m = 33.8 ft

Inventory Route, Total Horizontal Clearance 10.3 m = 33.8 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 1.8 m = 5.9 ft

Deck structure type Concrete Precast Panels [2]

Type of wearing surface Bituminous [6]

Deck protection Unknown [8]

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 6.4 km = 4.0 mi Method to determine inventory rating No rating analysis performed [5] Inventory rating 29.3 metric ton = 32.2 tons

Method to determine operating rating No rating analysis performed [5] Operating rating 72.6 metric ton = 79.9 tons

Bridge posting Equal to or above legal loads [5] Design Load

Functional Details

Average Daily Traffic	15182	Average daily truck traffi	7	%	Year	2009	Future average daily traffic	18613	Year	2029
Road classification	Other Principal Arterial (Urban) [14]		Lanes on structure	2		Approach roadway width	9.1 m = 29.9 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	Railroad-waterway [7]		Lanes under structure	0		Navigation control	Navigation control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	43.2 m = 141.7 ft			Navigation horizontal clearance	231.6 m = 759.9 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	Railroad beneath structure [R]									
Minimum lateral underclearance on right	20.7 m = 67.9 ft				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	29.41 m = 96.5 ft		Minimum vertical underclearance reference feature	Railroad beneath structure [R]						
Appraisal ratings - underclearances	Superior to present desirable criteria [9]									

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	228000	Roadway improvement cost	136000						
	Length of structure improvement	1536.1 m = 5039.9 ft		Total project cost	364000					
	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	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - superstructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - substructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - deck geometry	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - deck	<input type="text" value="Fair [5]"/>		
Scour	<input type="text" value="Bridge is scour critical; bridge foundations determined to be unstable. [3]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Equal to present minimum criteria [6]"/>	Status evaluation	<input type="text"/>
Pier or abutment protection	<input type="text" value="None present but re-evaluation suggested [5]"/>	Sufficiency rating	<input type="text" value="73.1"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text" value="Not applicable or a safety feature is not required. [N]"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="October 2008 [1008]"/>	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="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="October 2008 [1008]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>