

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

New York [36] Columbia County [021] Stuyvesant [71850] AT STUYVESANT FALLS 42-21-26 = 42.357222 073-44-00 = - 73.733333

3342250 Highway agency district 81 Owner County Highway Agency [02] Maintenance responsibility County Highway Agency [02]

Route 0 COUNTY ROAD 25A Toll On free road [3] Features intersected KINDERHOOK CREEK

Design - main Steel [3] Design - approach Other [00] Kilometerpoint 0 km = 0.0 mi

1 Truss - Thru [10] 0 Other [00] Year built 1899 Year reconstructed 1993

Skew angle 0 Structure Flared

Historical significance Bridge is on the NRHP. [1]

Total length 63 m = 206.7 ft Length of maximum span 61.5 m = 201.8 ft Deck width, out-to-out 5.8 m = 19.0 ft Bridge roadway width, curb-to-curb 4.6 m = 15.1 ft

Inventory Route, Total Horizontal Clearance 4.6 m = 15.1 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 1.4 m = 4.6 ft

Deck structure type Closed Grating [4]

Type of wearing surface Monolithic Concrete (concurrently placed with structural deck) [1]

Deck protection

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 0.1 km = 0.1 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 32.7 metric ton = 36.0 tons

Method to determine operating rating Load Factor(LF) [1] Operating rating 46.3 metric ton = 50.9 tons

Bridge posting Equal to or above legal loads [5] Design Load MS 18 / HS 20 [5]

Functional Details

| | | | | | | | | | | |
|---|---------------------------------------|----------------------------|---|---------------------------------------|--|---------|------------------------------|------|------|------|
| Average Daily Traffic | 1036 | Average daily truck traffi | 7 | % | Year | 1994 | Future average daily traffic | 1036 | Year | 2014 |
| Road classification | Minor Collector (Rural) [08] | Lanes on structure | 2 | Approach roadway width | 5.7 m = 18.7 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 | 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 | 5.3 m = 17.4 ft | | | | | | |
| Minimum lateral underclearance reference feature | Feature not a highway or railroad [N] | | | | | | | | | |
| Minimum lateral underclearance on right | 99.9 = Unlimited | | | | 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 | 1059000 | Roadway improvement cost | 634000 | | | | | | |
| | Length of structure improvement | 63 m = 206.7 ft | | Total project cost | 1693000 | | | | | |
| | 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 | Open, no restriction [A] | Appraisal ratings - structural | Equal to present minimum criteria [6] |
| Condition ratings - superstructure | Satisfactory [6] | Appraisal ratings - roadway alignment | Basically intolerable requiring high priority of corrective action [3] |
| Condition ratings - substructure | Good [7] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - deck | Excellent [9] | | |
| Scour | Bridge foundations determined to be stable for the assessed or calculated scour condition. [8] | | |
| Channel and channel protection | Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7] | | |
| Appraisal ratings - water adequacy | Somewhat better than minimum adequacy to tolerate being left in place as is [5] | Status evaluation | Functionally obsolete [2] |
| Pier or abutment protection | | Sufficiency rating | 70.9 |
| 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 | November 2009 [1109] | Designated inspection frequency | 24 Months |
| Underwater inspection | Not needed [N] | Underwater inspection date | |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | November 2009 [1109] |
| Other special inspection | Not needed [N] | Other special inspection date | |