

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]	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	Kilometerpoint 0 km = 0.0 mi	Year built 1899	Year reconstructed 1993	
1 Truss - Thru [10]	0 Other [00]	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	