

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]	Orange County [071]	New Windsor [50848]	2.1 MI S JCT RTS 9W+94	41-27-33.38 = 41.459272	074-01-24.21 = -74.023392
1007260	Highway agency district: 83	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route #Num!	RTE 9W	Toll On free road [3]	Features intersected	MOODNA CREEK	
Design - main	Steel [3]	Design - approach		Kilometerpoint	2199.5 km = 1363.7 mi
2	Truss - Thru [10]	0	Other [00]	Year built	1932
				Year reconstructed	1983
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]
Total length	72.2 m = 236.9 ft	Length of maximum span	35 m = 114.8 ft	Deck width, out-to-out	13 m = 42.7 ft
Inventory Route, Total Horizontal Clearance	12.1 m = 39.7 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	1.5 m = 4.9 ft
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]				
Deck protection	Epoxy Coated Reinforcing [1]				
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	34.5 metric ton = 38.0 tons
0.8 km = 0.5 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	57.2 metric ton = 62.9 tons
Bridge posting	Equal to or above legal loads [5]		Design Load	MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic	24193	Average daily truck traffi	4	%	Year	2011	Future average daily traffic	24434	Year	2038
Road classification	Other Principal Arterial (Urban) [14]		Lanes on structure	3	Approach roadway width	12.2 m = 40.0 ft				
Type of service on bridge	Highway [1]		Direction of traffic	2 - way traffic [2]		Bridge median	Closed median (no barriers) [2]			
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	99.99 m = 328.1 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	7564000	Roadway improvement cost	4429000						
	Length of structure improvement	72.2 m = 236.9 ft		Total project cost	11993000					
	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	Open, no restriction [A]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]		
Appraisal ratings - water adequacy	Meets minimum tolerable limits to be left in place as is [4]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	37
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
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	July 2017 [0717]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	July 2017 [0717]
Other special inspection	Not needed [N]	Other special inspection date	