

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]	Orange County [071]	Highlands [34550]	.3 MI N JCT US 9W & US 6	41-19-25.16 = 41.323656	073-59-23.23 = -73.989786
1007150	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	POPOLOPEN CREEK	
Design - main	Steel [3]	Design - approach		Kilometerpoint	59.5 km = 36.9 mi
3	Truss - Deck [09]	0	Other [00]	Year built	1937
				Year reconstructed	2017
				Skew angle	0
				Structure Flared	
				Historical significance	Historical significance is not determinable at this time. [4]
Total length	185.3 m = 608.0 ft	Length of maximum span	99.4 m = 326.1 ft	Deck width, out-to-out	16.5 m = 54.1 ft
				Bridge roadway width, curb-to-curb	13.1 m = 43.0 ft
Inventory Route, Total Horizontal Clearance	13.1 m = 43.0 ft	Curb or sidewalk width - left	1.6 m = 5.2 ft	Curb or sidewalk width - right	1.6 m = 5.2 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	32.7 metric ton = 36.0 tons
2 km = 1.2 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	54.4 metric ton = 59.8 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]

### Functional Details

Average Daily Traffic	17965	Average daily truck traffi	5	%	Year	2009	Future average daily traffic	18144	Year	2038
Road classification	Other Principal Arterial (Urban) [14]		Lanes on structure	4	Approach roadway width	13.1 m = 43.0 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	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	22042000	Roadway improvement cost	12908000						
	Length of structure improvement	185.3 m = 608.0 ft		Total project cost	34950000					
	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	Equal to present minimum criteria [6]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Very Good [8]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	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	Equal to present desirable criteria [8]	Status evaluation	
Pier or abutment protection		Sufficiency rating	63
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			
Inspection date	November 2017 [1117]	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 2017 [1117]
Other special inspection	Not needed [N]	Other special inspection date	