

ULSTER COUNTY BRIDGES: STAFF TIME, PROJECTS, AND BRIDGE STATUS

Office of the
Ulster County Comptroller
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ULSTER COUNTY OFFICE OF THE COMPTROLLER

Ulster County Bridges: Staff Time, Projects, and Bridge Status

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Released October 2026

Executive Summary

Ulster County maintains a substantial bridge and culvert inventory due to its geographic size and topography. The Department of Public Works Bridge Division is responsible for building, maintaining, and repairing the County's 157 bridges and 158 large culverts. In 2024 the New York State Comptroller published a report showing that Ulster County had a very large number and percentage of poor condition bridges. Recent analysis of state data for Ulster County bridges shows significant improvement in those numbers.

This review was undertaken to better understand how Ulster County prioritizes bridge work. Bridge Crew employees possess specialized unique skills that are also used on non-bridge work, including fabrication and installation of large-scale steel sheet piles road stabilization and weather-related projects. Our review found that, in some years, non-bridge road stabilization projects accounted for more Bridge Crew hours than bridge projects.

The Ulster County Comptroller's analysis also found that despite significant overtime, the Bridge Crew is dedicating very few hours to the tasks associated with maintaining our bridge inventory such as bridge washing, tree and brush control, bridge part replacement, and rust/scale removal. Given the County's inventory of bridges maintaining each bridge on a two-year cycle would require the Bridge Crew to provide maintenance on approximately one bridge every three working days.

The competing demands placed on the Bridge Crew limit the resources available for systematic preventative maintenance. Although the County must be sensitive to the addition of new positions, the Ulster County Comptroller's Office strongly recommends that the Legislature and Executive create dedicated lower-level staff positions within the Highway and Bridge Division of the Department of Public Works to maintain our bridges and culverts through bridge washing and tree control. We understand that this will extend the lives of our bridges and reduce the County's exposure to more costly repairs and replacement in the future, which ultimately saves the County taxpayers money.

A Review of Ulster County Bridge Crew Hours

In Ulster County, there are 393 bridges that carry New York State, County, and local highways over either watercourses or other roads. Of these, 157 are owned and maintained by Ulster County. In addition to constructing and maintaining 157 County-owned bridges the County also replace and maintains 158 culverts over 423 miles of County road across 1,161 square miles of land area. Bridges cover crossings 20 feet or longer, while culverts cover crossings less than 20 feet. In order to do this bridge and culvert work, the Ulster County Department of Public Works Highway and Bridge Division has a specially tasked Bridge Crew.

In July of 2024 the State Comptroller released an interactive map and report entitled The Condition of Locally Owned Bridges in New York State that showed that Ulster County had the most number of bridges and the second highest percentage of all bridges rated in poor condition out of all the counties in New York including New York City.[1] New York State Department of Transportation ("NYSDOT") inspects all publicly owned bridges in the state at least every 2 years. During the inspections, the various elements of the bridge, including the abutments, piers, footings, wing-walls, superstructure, deck, railing, approaches, and stream channels are visually rated on a scale from 1 to 7, with 1 being a potentially hazardous condition and a 7 indicating a new bridge. The element ratings are combined for weighted average. Any bridge that receives a weighted average of less than 5 is considered by the state to be structurally deficient.

1] Office of the New York State Comptroller. (2024, July). *The condition of locally owned bridges in New York State: An infrastructure update.* https://www.osc.ny.gov/local-government/condition-locally-owned-bridges-new-york-state

The Ulster County Comptroller's Office review of the condition of the bridges owned by Ulster County as contained in the NYSDOT Bridge Data Information System as of July 2026 is summarized in Appendix C. The Ulster County Comptroller's Office found that 34 of the County's 157 bridges (or 22%) are considered in poor condition. This is a significant improvement from the number of County owned bridges in the 2024 NYS Comptroller's Report which identified 45 bridges (29%) in poor condition. Poor condition bridges are those where one of the major bridge elements (the decking, substructure or superstructure) has a low condition rating. Poor condition bridges are not necessarily unsafe, and the New York State bi-annual inspection program would close a bridge deemed unsafe. A poor condition bridge might require a weight limit posting, significant maintenance and repair to remain in service, and eventual rehabilitation, or replacement to address deficiencies.

A map identifying those bridges that are in poor condition can be found in Appendix B. Bridge maintenance and replacement continues to be a critical public safety issue. It is with the importance of this vital infrastructure and in light of the 2024 New York State Comptroller's Report that the Ulster County Comptroller's Office has taken an in depth look at the personnel resources deployed for bridge building, replacement, and maintenance. Bridge maintenance activities can include washing bridges, removing undergrowth and vegetation, replacing bolts, painting, and more. These types of maintenance activities extend the life of a bridge which reduces the number of costly bridge replacements needed and mitigates the likelihood of an external force failure or other failures due to extreme weather.

Bridge Crew Time: Tasks and Projects

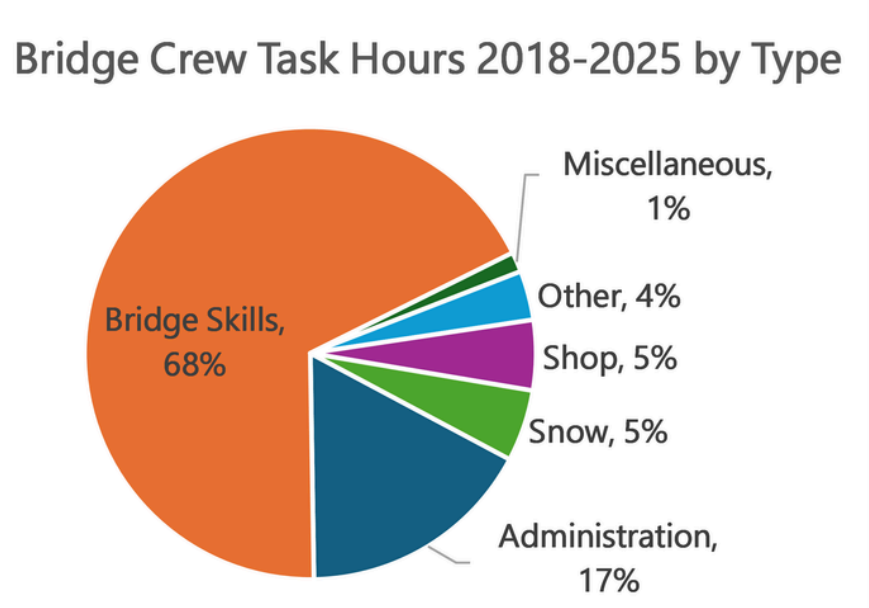
Ulster County's Roads and Bridges Division of the Department of Public Works has a separate crew of Bridge employees. There are 19 positions on the Bridge Crew which have 2 vacancies, for a total of 17 people who are currently employed full-time by the Bridge Crew.While the Bridge Crew is primarily responsible for maintaining Ulster County's bridges, they are also assigned to perform other infrastructure-related tasks that require similar skills and equipment, such as constructing retaining walls or performing bank stabilization. In practice, the Crew may be deployed to non-bridge projects when the work aligns with their specialized capabilities.

As Ulster County faces more intense weather events, demand for the Bridge Crew's specialized skills and equipment may increase for non-bridge infrastructure projects. The Crew understands that the role they play is important to these projects; however, allocating resources to these non-bridge projects reduces the time available for routine bridge maintenance, potentially impacting the County's ability to address ongoing bridge needs.

Bridge Skill Tasks

Department of Public Works employees track their time by task and by project in a system called PubWorks. The Ulster County Comptroller's Office analyzed PubWorks data for the time period 2018-2025 to evaluate how the Bridge Crew spends their time both by examining actual tasks in the system and projects to which those tasks are assigned.

The Ulster County Comptroller's Office worked with the Bridge Crew Supervisor to classify each task as either Administration, Bridge Skill Tasks, Shop Tasks, Snow Related Tasks, Other Tasks, or Miscellaneous. Every member of the Bridge Crew's time is fully allocated to a task. For example, pounding sheet metal is a bridge skill task that requires the expertise of the Bridge Crew regardless of whether it takes place on a bridge or on other infrastructure, such as retaining walls. In contrast, activities such as salting and sanding, which are not bridge skill tasks, still require a significant amount of the Bridge Crew's time. A review of the 2018-2025 Bridge Crew hours by task type is illustrative:



Sixty-eight percent of all hours logged by the Bridge Crew between 2018 through 2025 were categorized as bridge skill tasks. As discussed above, this classification includes work performed on non-bridge infrastructure. Of the hours categorized as bridge skill tasks, the largest share (21%) was attributed to Equipment Material Preparation and Repair. Hours were more evenly distributed among the remaining bridge-related tasks. Notably, bridge washing accounted for just 0.4% of hours and tree control accounted for just 0.5% of hours, indicating that very little of the crew's bridge-related work time was dedicated to these preventative maintenance activities.

Seventeen percent of Bridge Crew hours were spent on administrative tasks which included sick time, vacation and holiday hours. Work in the Shop, Snow tasks, and Other tasks each took about 5% of Bridge Crew time over the 2018-2025 period. Of the tasks classified as Other, the largest uses of time were for Road Patrol Trouble Spots (52%) and Foundation Footing (22%). Miscellaneous tasks only took 1% of Bridge Crew task hours over this period and most of those hours were spent on training and tree control.

Bridge Projects

The Bridge Crew is regularly assigned to both bridge and non-bridge projects. Not every task performed by a Bridge Crew member is allocated to a project. To better understand how crew time is allocated, the Ulster County Comptroller's Office analyzed the projects requiring the most amount of Bridge Crew hours for each year from 2018 through 2025.

A review of the top ten projects for each year 2018-2025 (Appendix A) resulted in several conclusions. First, many hours are not attributed to any project specifically. While all hours entered into PubWorks are required to be associated with a task, activities such as cleaning work at the shop are often not associated with a project. As a result, more than half the bridge crew task hours (58%) during this period are not assigned to any specific project.

Although these hours may reflect necessary work, the lack of project-level attribution limits management's ability to review activities and evaluate which projects require the most resources and cost. In addition, where external funding or project-specific budgets are required to be allocated, accurately tracking hours at the project level is critical for accountability and financial oversight as well as billing third parties.

A second conclusion drawn from the project analysis is that addressing storms, snow and weather events take a significant amount of time for the Bridge Crew. Weather events repeatedly show up as the top 10 projects for every year we reviewed. The weather event with the most hours for the project was Christmas Eve/Day 2020 Flooding with 160 hours of time in 2020 and 539 hours of time in 2021 because cleanup from that event crossed into the new year. The Ulster County Comptroller's Office also learned that many weather-related events are no longer being classified as a project.

A third observation is that certain non-bridge projects tasks consume a level of effort comparable to major bridge projects. The bridge project with the largest number of hours between 2018 and 2025 was the Cape Ave. Bridge in 2025, with 6,336 hours. By comparison, Creekside Road in Shandaken required 5,349 hours over the same period. In 2020, the Alder Creek slope project consumed more hours of Bridge Crew time than any other project. Non-bridge projects can consume thousands of hours of Bridge Crew time in certain years.

Recommendation: The Ulster County Comptroller's Office recommends that DPW management create clearly defined projects in PubWorks whenever possible (including severe weather events) and require staff to consistently assign time to the appropriate project when applicable. The Ulster County Comptroller's Office recommends that DPW management conduct regular reviews of tasks and project data to identify which activities take the most time so that limited resources can be allocated well.

An Undervalued Task: Bridge Maintenance and Washing

Bridge maintenance and washing are critical tasks that significantly extend the life of the infrastructure. These are the most common bridge maintenance and washing activities:

- cutting and managing overgrowth
- replacing bolts, railings and expansion joints
- washing to remove salt and other corrosive materials
- cleaning bearings and removing loose rust scale

Tree control work can be cutting back living overgrowth or removing tree debris. These tasks are currently being done by existing Bridge Crew personnel when they have time to do so.

The New York State Department of Transportation urges bridge washing in the spring to remove salt and notes that the "durability of all bridges is increased when bridges are washed on a regular schedule."[2] The County's own engineer has published recommendations for a bridge washing program to protect against this kind of deterioration.[3]



Ulster County's Anderson HP35 being used to address debris.

Although additional staffing was requested for bridge washing by the Ulster County Department of Public Works in their 2026 budget request, the request was not approved by the County Executive. Instead, the Administration recommended that the Department use overtime to address bridge washing. Requiring the use of overtime to achieve bridge washing does not emphasize the importance of preventative maintenance activities.



Example of salt, sand, and dirt on an Ulster County bridge.

The Bridge Crew is already using a substantial amount of overtime just to achieve the current portfolio of work. Examining the number and percentage of overtime hours is illustrative of the problem. Between 2018 and 2025, 12.4% of the Bridge Crew hours worked were overtime hours. The number of overtime hours would have to increase significantly to accommodate bridge washing and other maintenance activities like tree control if the County were to achieve reaching each bridge every two years. The cost of hiring full-time permanent personnel, which would be new positions with less responsibility than existing Bridge Crew staff, would likely be less than the cost of the significant increase in overtime needed.

Regular and Overtime Bridge Crew Hours 2018-2025				
Year	Reg Hours	OT Hours	Total Hours	% of Hours that are OT
2025	37,584.50	6,108.25	43,692.75	13.98%
2024	38,466.00	5,363.00	43,829.00	12.24%
2023	32,724.50	4,630.00	37,354.50	12.39%
2022	32,760.25	5,670.00	38,430.25	14.75%
2021	35,223.00	5,876.00	41,099.00	14.30%
2020	33,178.00	4,103.45	37,281.45	11.01%
2019	31,505.00	3,871.75	35,376.75	10.94%
2018	32,287.00	3,232.48	35,519.48	9.10%

2] New York State Department of Transportation. (n.d.). *Maintenance cleaning and washing of bridges* (Engineering Instruction No. 02-040) available at https://www.dot.ny.gov/portal/pls/portal/mexis_app.pa_ei_eb_admin_app.show_pdf?id=12862

3] Ulster County Department of Public Works, Engineering Department. (2025, January). *Analysis of creating a bridge maintenance program.*

Bridge washing tasks only resulted in 0.4% of all hours worked and tree control only accounted for 0.5% of all hours worked between 2018 and 2025. These bridge maintenance tasks are receiving very few hours despite the significant number of overtime hours.

With Ulster County's 157 bridges and 498 scheduled workdays between 2026 and 2027, the Bridge Crew would need to start washing a new bridge every three days for each bridge to be washed at least once every two years. This does not include the washing and maintenance of the 158 culverts or other activities like tree control.

The Bridge Crew has the necessary scaffolding and equipment that allows staff to access underneath each bridge. To the extent that a water tank truck is needed, the Bridge Crew has the fabrication skills and equipment to build a tank.



An Anderson HP35 Hydra Platform similar to Ulster County's HP35



Rust scale on an Ulster County bridge

The use of Bridge Crew personnel for non-bridge projects and weather-related response limits the availability of these specialized resources for core bridge maintenance. As a result, preventative activities such as bridge washing have not been performed consistently over the past eight years and are unlikely to be prioritized under the current allocation of resources.

Recommendation: The Ulster County Comptroller's Office recommends that the County Executive and County Legislature add bridge washing and maintenance positions to the Bridge Crew staffing. While these positions will have immediate budget impact, maintenance and washing will save substantial taxpayer dollars in bridge replacement over time.

Bridge Fabrication Facility at Van Dale Road

Since 2003 Ulster County has leased a 15,146 square foot building on 4.4 acres on Van Dale Road in West Hurley for use as a bridge fabrication shop. The Bridge Crew uses this facility to stage all operations and to store bridges and bridge parts. The lease for this facility was not without controversy when first approved in 2003, as the County left a much less expensive lease costing $15,000 annually and moved to a $90,876 lease.[4] The original five-year lease was extended at the same rate twice and a new lease was entered in 2018 for $100,800 annually and extended again in 2023. The lease has been costly, and the County continues to spend $100,800 annually to lease this facility.



Ulster County Parcel Viewer aerial photograph of the Van Dale Road property

4] Daily Freeman. (2003, June 4). *$91,000 per year lease angers Ulster County lawmakers.* https://www.dailyfreeman.com/2003/06/04/91000-per-year-lease-angers-ulster-county-lawmakers/

A portion of the County's rent is indirectly paying taxes on the property, because the landlord is not tax exempt as the County would be. Ulster County's Bridge Fabrication Shop and Yard constitute approximately 30% of the total land area and square footage on the property. The 2025-2026 School Taxes were $19,791 and the 2026 General Property Taxes were $12,604 for a combined annual tax burden of $32,395. Assuming that the Bridge Fabrication Shop and Yard are 30% of the facility, the County's share of the taxes annually is $9,719. There is an inherent inefficiency when local government indirectly bears the cost of property taxes by renting rather than buying.

Recommendation: The County should conduct a cost-benefit analysis of both County-owned and properties available for purchase to determine whether relocating the Bridge Fabrication Shop and Yard would result in long-term savings including avoiding property taxes and ensuring that investments in property improvements accrue to the County.

Conclusion

The Bridge Crew provides specialized skills that are essential to maintaining the County's 157 bridges, 158 culverts, as well as supporting other major infrastructure projects that require similar expertise. However, Bridge Crew time is project driven and major infrastructure projects and weather-related responses can significantly limit availability for routine bridge maintenance.

In addition, the majority of Bridge Crew hours are not logged for a particular project, reducing management's ability to identify the major uses of time each year. Assigning project numbers and regularly reviewing tasks and projects would improve management visibility into workload and support more informed resource planning.

The County should prioritize maintenance and cleaning of bridges by evaluating staffing levels and task assignments, including whether additional dedicated resources are needed. Finally, the County should evaluate whether moving the Bridge Fabrication facility to a County-owned property would provide long-term cost savings.



Appendix A: Top Ten Projects 2018-2025 (Nomenclature as per PubWorks maintained by DPW)

2025

Projects	Hours
No Project Specified	25,868.25
Cape Ave. Bridge	6,336.25
Plank Road - aluminum box culvert - CP#609	3,939.00
Marshall Bridge - CP#652	3,029.75
Woodstock Box Culvert - CP#663	2,167.25
Banjo Bridge - Doug Road - CP#713	1,571.75
MH (GHOB; Old Jail; Emerg Mgmt Pkg Lot-SNOW	145.50
UCLEC - snow parking lot	127.75
Development Court; Probation Snow Parking lot	109.00
Golden Hill Drive -snow only	88.50
Sophie Finn Parking Lot	53.75
Sum of Other Projects (14 in 2025)	256.00
Top Ten Named Projects Total	***17,568.50***
Total Hours 2025	**43,692.75**

2024

Projects	Hours
No Project Specified	27,014.50
Gould Bridge - CP#685	4,109.25
Hatchery Hollow Bridge Replacement	3,483.25
Crystal Spring Bridge #53	2,933.00
Seager Bridge - CP#650	2,478.75
Warren Bridge - CP#684	1,325.50
Shawangunk Box Culvert - CP#640	1,321.25
Winter Storm Ember 1.6.24-1.7.24	203.00
Winter Storm Heather 1.15.24 -1.16.24	196.25
Coronavirus 19 Associated Work	120.00
MH (GHOB; Old Jail; Emerg Mgmt Pkg Lot-SNOW	84.75
Sum of Other Projects (21 in 2024)	559.50
Top Ten Named Projects Total	***16,255.00***
Total Hours 2024	**43,829.00**

2023

Projects	Hours
No Project Specified	21,994.75
Creekside Road - Shandaken - CP #637	5,348.50
Glen Brook Bridge	2,656.00
Cemetary Bridge	2,261.50
Malden Tnpk Culvert	2,032.75
Union Center Road - structure repair	1,475.75
Creek Side Drive #150 CHIPS 2021	303.25
Crystal Spring Bridge #53	269.00
WINTER STORM SAGE 3.13-3.14.23	164.00
Winter Storm Piper 2.27.23-2.28.23	132.75
MH (GHOB; Old Jail; Emerg Mgmt Pkg Lot-SNOW	120.00
Sum of Other Projects (16 in 2023)	596.25
Top Ten Named Projects Total	***14,763.50***
Total Hours 2023	**37,354.50**

2022

Projects	Hours
No Project Specified	18,150.75
Lyonsville Bridge	5,788.75
Broad Street Hollow Bridge #47 - CP #580	3,961.75
Oakis Bridge #96 - CP#579	3,740.00
Meyer Bridge	1,904.75
Fishcreek Bridge - rail	1,680.50
Mountain Rd #87 CP 591	1,431.00
Coronavirus 19 Associated Work	336.00
Landon-Winter Ice Storm	330.00
Glen Brook Bridge	214.00
MH (GHOB; Old Jail; Emerg Mgmt Pkg Lot-SNOW	171.00
Sum of Other Projects (17 in 2022)	721.75
Top Ten Named Projects Total	***19,557.75***
Total Hours 2022	**38,430.25**

2021

Projects	Hours
No Project Specified	19,201.75
Fox Hollow Br #41 CP566	4,755.00
Samsonville Bridge #180 - CP#578	3,782.50
Stone Arch Br. #52 CP 531	3,313.25
Crawford Bridge #6 CP 565	3,304.75
Pompey Cave Repair	1,779.00
CULVERT WORK - KRIPPLEBUSH - COUNTY RT	1,655.75
CULVERT WORK - KRUMVILLE - COUNTY RT 2	1,194.25
Christmas Eve/Day 2020- Flooding	538.50
Winter Storm - 1/31/2021	428.25
Oakis Bridge #96 - CP#579	418.00
Sum of Other Projects (13 in 2021)	728.00
Top Ten Named Projects Total	***21,169.25***
Total Hours 2021	**41,099.00**

2020

Projects	Hours
No Project Specified	16,846.20
Alder Creek Slope Failure on Rd #102	5,419.00
Floyd Ackert Bridge #195 CP561	3,360.25
Enderly Br #81 CP 532	3,001.00
Coronavirus 19 Associated Work	2,654.00
Boodle Hole Bridge #7 CP559	2,297.75
Limekill Bridge #4 CP559	1,126.00
Wittenberg Rd Culvert #91 CP 572	1,087.50
Sawkill Church Br #149 In-House	676.75
Christmas Eve/Day 2020- Flooding	159.50
Winter Storm Event 12-16-2020	124.50
Sum of Other Projects (22 in 2020)	529.00
Top Ten Named Projects Total	***19,906.25***
Total Hours 2020	**37,281.45**

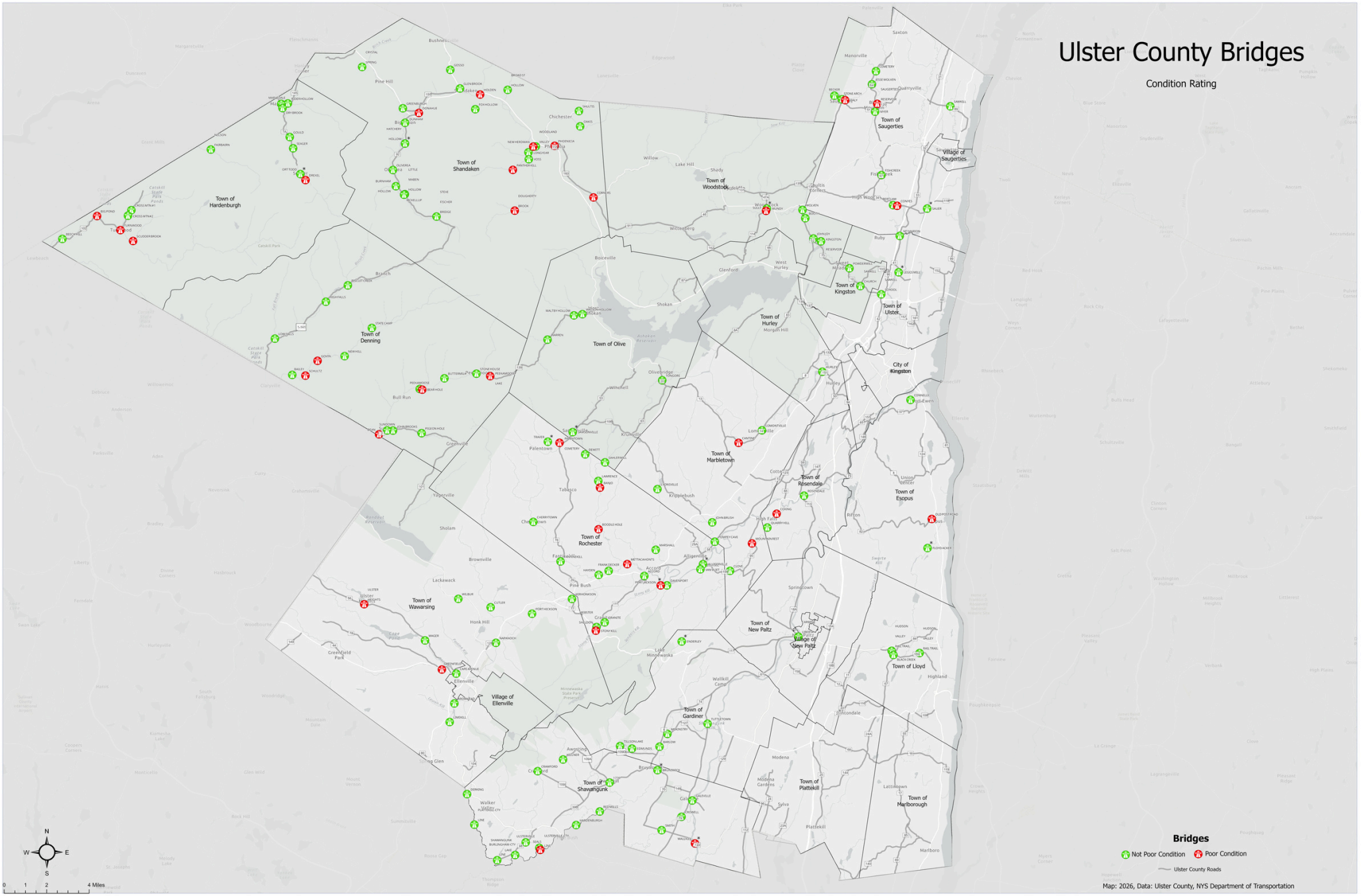
2019

Projects	Hours
No Project Specified	29,173.00
Stone House Br #32 CP 530	4,296.50
SUNY UCCC Bridge (B238)	489.50
Stone Arch Br. #52 CP 531	377.75
MH (GHOB; Old Jail; Emerg Mgmt Pkg Lot-SNOW	217.00
December 1st-2nd 2019 winter storm	208.25
Golden Hill Drive -snow only	158.00
Winter Storm Harper Jan-2019	156.25
Enderly Br #81 CP 532	90.00
Ucat	62.00
B&g/Uc Court House	53.00
Sum of Other Projects (5 in 2019)	95.50
Top Ten Named Projects Total	***6,108.25***
Total Hours 2019	**35,376.75**

2018

Projects	Hours
No Project Specified	21,415.50
State Camp Br #40	4,829.00
Port Jackson Br #171 CP 522	2,952.75
Mundy Br #124 CP 523	1,908.75
Highway Safety Program- CP #520	1,776.75
Turnwood Rd Retaining Wall	1,009.50
Lucas Ave #58-Various Shoulder CP 526	302.00
Winter Noreaster 3-7-18 Quinn	287.00
WNTER STORM RILEY	189.25
Bruynswick Rd - Rd 6	99.25
Granite #111 CP 521	87.50
Sum of Other Projects (27 in 2018)	662.23
Top Ten Named Projects Total	***13,441.75***
Total Hours 2018	**35,519.48**

Bridge Project Weather Event Coronavirus


Ulster County Bridges
Condition Rating
Town of Hardenburgh
Town of Shandaken
Town of Denning
Town of Olive
Town of Woodstock
Town of Hurley
Town of Marbletown
Town of Rochester
Town of Wawarsing
Town of Saugerties
Village of Saugerties
Town of Kingston
Town of Ulster
City of Kingston
Town of Rosendale
Town of Esopus
Town of New Paltz
Village of New Paltz
Town of Lloyd
Village of Ellenville
Town of Gardiner
Town of Shawangunk
Town of Plattekill
Town of Marlborough
Bridges
Not Poor Condition
Poor Condition
Ulster County Roads
Map: 2026, Data: Ulster County, NYS Department of Transportation
N
W
E
S
0
1
2
4 Miles

Appendix C: Ulster County Bridge Inventory and Condition Ratings										
BIN	County Br. No.	Bridge Name	Town	Year Built	January 2024 NYSDOT Rating	January 2025 NYSDOT Rating	January 2026 NYSDOT Rating	Flags	Poor Condition	2026 Notes
3041140	1	TONGORE	Olive	1965	3.80	3.80	3.67	0	N	
3346360	2	DEAN	Denning	2001	3.87	3.87	4.10	2	Y	2026 Superstructure Replacement
3346370	3	WATSON HOLLOW	Olive	1992	6.46	6.39	6.39	0	N	
3346380	4	LIMEKILL	Wawarsing	1990	5.90	5.32	5.32	0	N	
3346390	5	LOMONTVILLE	Marbletown	1988	4.33	4.33	4.33	0	N	
3346400	6	CRAWFORD	Shawangunk	2001/2021	6.67	6.67	6.67	0	N	
3346410	7	BOODLE HOLE	Rochester	1997	5.69	5.54	5.19	0	Y	2026 Superstructure Replacement
3346420	10	LONGYEAR	Shandaken	1999	5.61	5.61	5.61	0	N	
3346430	11	WILBUR	Wawarsing	1993/2023	6.80	6.69	6.69	0	N	
3346450	13	FRANK DECKER	Rochester	1994	5.94	5.87	5.87	0	N	
3346460	15	JOHN BROOKS	Denning	1994	5.81	5.81	5.81	0	N	Clean
3346470	16	BANJO	Rochester	1996/2025	4.69	4.35	4.27	0	Y	Superstructure replaced in 2025, Rating not updated
3346480	18	NAPANOCH	Wawarsing	1987	4.48	4.34	4.34	0	N	Put out RFP for consultant engineer in 2026
3346490	21	PEEKAMOOSE	Denning	2006	5.39	5.60	5.60	0	N	
3346500	22	BUTTERMILK	Denning	1996/2015	6.21	6.21	6.21	0	N	
3346510	23	WOLVEN	Woodstock	2024	3.29	6.8	7	0	N	
3346530	25	KERHONKSON	Wawarsing	2010	5.49	5.49	5.33	0	N	Large woody debris removal at pier
3346540	26	SEAGER	Hardenburgh	2004/2024	4.46	5.68	5.68	0	N	
3346550	27	TILLSON LAKE	Gardiner	2005	4.79	4.79	4.79	0	N	
3346560	28	BARLOW	Gardiner	2006	6.21	6.21	6.21	0	N	Exodermic deck possible edge repairs, attempt to do in-house if time allows
3346570	30	MT MARION	Saugerties	1931/2015	5.35	5.35	5.07	0	N	
3346580	31	LAWRENCE	Rochester	2003	4.23	4.37	4.37	0	N	Possibly add to Bridge Program for 2030 construction
3346590	32	STONE HOUSE	Denning	2002/2019	6.02	6.18	6.18	0	N	Form and pour concrete at abutment near underdrain outlet
3346600	34	JOHN BRUSH	Marbletown	1989	4.86	4.86	4.86	0	N	Bridge Program - 2029
3346610	35	CUTLER	Wawarsing	2009	6.21	6.21	6.21	0	N	possible abutment spalling repairs
3346620/3344380	36	HARDENBURGH	Shawangunk	1990	N/A	5.48	N/A	0.00	N	
3344390	37	RED MILLS	Shawangunk	2005	N/A	5.64	N/A	0.00	N	
3346640	38	TUTTLETOWN	Gardiner	1992	5.31	5.31	5.31	0.00	N	Joint repaired in 2025, not reflected in 2026 rating
3346650	39	WEBSTER SHELDON	Rochester	2004	4.28	4.04	4.04	0	N	Bridge Program - 2027
3346660	40	STATE CAMP	Denning	2018	6.77	6.62	6.62	0	N	
3346670	41	FOX HOLLOW	Shandaken	1995/2021	5.95	5.75	5.75	0	N	
3346680	42	BEAR HOLE	Denning	1947/2010	5.14	5.37	5.37	0	Y	Pedestal concrete repair inhouse

Appendix C: Ulster County Bridge Inventory and Condition Ratings										
BIN	County Br. No.	Bridge Name	Town	Year Built	January 2024 NYSDOT Rating	January 2025 NYSDOT Rating	January 2026 NYSDOT Rating	Flags	Poor Condition	2026 Notes
3346690	44	WARREN	Olive	1983/2024	3.62	6.00	6.27	0	N	Remove excess grout from bearing
3346700	46	PLATTEKILL-CTY LINE	Shawangunk	1987	5.02	5.02	4.74	0	N	Possible joint repairs, reach out to Sullivan County for plans
3346710	47	BROAD ST HOLLOW	Shandaken	1998/2022	6.76	6.76	6.76	0	N	Clean debris from seat
3346720	48	SUNDOWN	Denning	2022	6.86	6.86	6.86	0	N	
3346730	50	RIDER HOLLOW	Hardenburgh	2007	6.58	6.37	6.37	0	N	Sound concrete wingwall, if sound, shotcrete repair
3346740	51	MYER	Saugerties	1994/2022	5.90	5.90	5.84	0	N	
3346750	52	STONE ARCH	Saugerties	1995/2021	6.37	6.37	6.25	0	N	
3346760	53	CRYSTAL SPRING	Shandaken	1999/2024	3.58	5.40	6.28	0	N	
3346770	54	QUARRY HILL	Rosendale	1986	5.74	5.74	5.86	0	N	
3346780	55	POMPEY CAVE	Rochester	1964	5.33	5.33	5.17	0	N	
3365220	57	BLACK CREEK	Lloyd	1963	5.00	5.00	5.00	0	N	Possible shotcrete wingall repair
3346790	62	MARSHALL	Rochester	1990/2025	4.15	4.23	6.26	0	N	2025 Replacement
3346800	63	SAHLER MILL	Olive	2007	6.70	6.70	6.70	0	N	
3346810	64	JESSE WOLVEN	Saugerties	1995/2017	6.15	6.15	6.15	0	N	Keep an eye on peeling galvanization coating on beams
3346820	66	CEMETERY	Saugerties	1996/2023	5.80	6.12	6.12	0	N	
3346830	68	SMITH	Shawangunk	1989	4.44	4.26	4.26	0	N	Vegetation growing on deck - Bridge Program - 2028
3346840	69	GOULD	Hardenburgh	2024	3.62	5.50	5.89	0	N	
3346850	70	SAUER	Saugerties	1965/2014	5.26	5.03	5.03	0	N	possible pier cap repairs
3346870	73	ULSTER HEIGHTS	Wawarsing	1953	4.02	4.02	4.02	0	Y	Shotcrete abutments 2026, Bridge Progam - 2027
3346880	74	HURLEY	Hurley	1933/2014	6.15	6.07	6.07	0	N	
3025130	75	HIGH FALLS	Denning	2005/2025	6.18	6.16	6.16	0	N	
3025140	76	LOW FALLS	Denning	1992	5.59	5.44	5.44	0	N	
3346910	77	CONYES	Saugerties	1955/2001	4.18	4.18	4.18	0	Y	Put out RFP for consultant engineer in 2026
3346920	79	GRANITE	Rochester	1989	4.72	4.72	4.97	0	N	
3346930	80	DERKING	Shawangunk	1985	4.90	4.75	4.75	0	N	
3346940	81	ENDERLEY	Gardiner	2000/2019	6.12	5.96	5.96	0	N	
3346970	86	ORT TODD	Hardenburgh	1995/2016	5.21	5.21	5.21	0	N	Pull sheeting at wingwall, install new sheeting or stonestrong repair
3347000	89	BIG POND	Hardenburgh	1960/1998	4.34	4.34	4.00	0	Y	Under design for contracted work
3347010	90	NELSON FAIRBAIRN	Hardenburgh	2001	5.52	5.52	5.52	0	N	Bridge Program - 2029

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3347020	91	GOSSO	Shandaken	1988	4.18	4.18	4.18	0	N	Shotcrete abutments 2026, Bridge Progam - 2029
3347030	92	SAWKILL	Saugerties	1933/2015	5.65	5.65	5.58	0	N	
3347040	93	COXING	Rosendale	1966	4.60	4.60	4.60	0	Y	Repairs made in 2025, not reflected in 2026 rating
3365190	94	GREENFIELD	Wawarsing	1924/1998	4.02	4.02	4.02	1	Y	Can we remove this bridge without replacement?
3347050	95	WAGER	Wawarsing	2000	4.19	4.19	4.19	0	N	Shotcrete abutments 2026, Bridge Program - 2028
3347060	96	OAKIS	Shandaken	1988/2022	6.07	5.93	5.93	0	N	
3347080	99	PANTHER KILL	Shandaken	1969/1992	4.33	4.33	4.00	1	Y	Bridge Program - 2027
3347090	100	BAILEY	Denning	2013	6.00	5.87	5.87	0	N	
3347100	101	McKELLUP	Shandaken	2012	6.47	6.47	6.18	0	N	
3347110	102	VOSS	Shandaken	1999	5.32	5.32	5.14	0	N	Bridge Program - 2028
3347120	103	HOLDEN	Shandaken	1953/1999	4.80	4.80	4.80	0	Y	
3347130	104	OLIVEREA	Shandaken	2011	6.21	6.21	6.21	0	N	Debris on seats
3347140	106	BURNHAM HOLLOW	Shandaken	1992/2011	5.40	5.30	5.30	0	N	
3347160	110	TURNWOOD	Hardenburgh	1939/1992	3.71	3.77	3.71	0	Y	Under design
3347170	112	DOUGHERTY BROOK	Shandaken	1970/2000	4.05	3.88	3.73	1	Y	2026 Superstructure Replacement
3347180	113	PIGEON HOLE	Denning	1990	5.67	5.67	5.48	0	N	
3347190	114	TRAVER	Rochester	1950/2015	6.10	6.10	5.81	0	N	
3347210	116	CROWELL	Shawangunk	2015	5.40	5.40	5.40	0	N	
3347220	117	GREENBURGH	Shandaken	2006	6.02	6.02	6.02	0	N	
3347230	118	PORT HICKSON	Wawarsing	1994	4.86	4.94	4.94	0	N	Put out RFP for consultant engineer in 2027/2028
3347240	119	DREXEL	Hardenburgh	1989	4.77	4.77	4.77	2	Y	2Y, scour repair
3347250	120	SHULTIS	Shandaken	1955/1993	4.14	4.14	4.14	0	N	Bridge Program - 2028
3347260	121	CANTINE	Marbletown	1958	3.33	3.38	3.38	0	Y	Under design
3347270	122	DALY	Saugerties	2001	5.23	5.39	5.39	0	Y	
3347280	123	BECKER	Saugerties	1996	4.33	4.33	4.33	0	N	
3347290	124	MUNDY	Woodstock	1960/2018	5.87	5.87	5.21	0	N	
3347300	125	LYONSVILLE	Marbletown	2022	6.85	6.85	6.34	0	N	
3347310	126	DUNHAM	Shandaken	2006	5.53	5.42	5.42	0	N	
3347320	127	WALLKILL	Shawangunk	1915/2017	4.00	4.00	4.00	0	Y	
3347330	128	BOOTH	Woodstock	1981	4.40	4.40	4.40	0	N	
3347340	129	ULSTERVILLE	Shawangunk	1938/1990	4.88	4.88	4.88	0	N	
3344370	130	ULSTERVILLE-CTY LINE	Shawangunk	2010	N/A	5.06	N/A	0	Y	
3347360	131	DeWITT	Rochester	2006	5.77	5.65	5.65	0	N	Peel and Re-seal deck - in-house possibly if time allows
3347370	133	WOODLAND VALLEY	Shandaken	1997/2017	5.11	5.05	5.05	0	N	
3347380	134	EDMUNDS	Gardiner	1990	4.62	4.62	4.42	0	N	Bridge Program - 2029
3045230	135	CARMINE LIBERTA	New Paltz	1940/2016	5.49	5.65	5.65	0	N	
3347400	136	ALLIGERVILLE	Rochester	1966	4.19	4.19	4.16	0	N	Put out RFP for consulant engineer in 2027/2028
3347410	137	MOUNTAIN REST	Marbletown	1941/1989	4.95	4.60	4.60	0	Y	

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3347420	138	GOVIN	Denning	1970	4.47	4.47	4.47	0	Y	Bridge Program - 2027
3347430	139	GALEVILLE	Shawangunk	2024	4.09	6.00	6.60	0	N	
3347440	140	CAPE AVENUE	Village of Ellenville	1974/2025	4.62	4.62	6.73	0	N	
3347450	142	McKINSTRY	Gardiner	2023	6.91	6.91	6.68	0	N	
3347460	143	ROSENDALE	Rosendale	1957	3.69	4.00	4.54	0	N	
3347470	144	SCHULTZ	Denning	1966	3.34	3.34	3.34	3	Y	Under design
3347480	145	SEALS	Shawangunk	1957/1997	4.30	4.30	4.30	0	N	Bridge Program - 2028
3347490	148	STONY KILL	Rochester	2003	4.69	4.69	4.79	1	Y	Scour
3347500	149	SAWKILL CHURCH	Kingston	1958/1987	4.69	4.69	4.69	0	N	
3347510	150	BRUNSWICK	Shawangunk	1959/2022	6.40	6.40	6.40	0	N	
3347520	151	HAYDEN	Rochester	1962/2002	3.92	3.69	3.69	0	N	2026 Super Replacement
3347530	152	LEGGS MILL	Ulster	1971/2024	4.22	5.55	5.55	0	N	
3347540	153	ACCORD	Rochester	1950	4.57	4.43	4.43	0	N	Look into scupper extension
3347550	154	KELLNER	Shawangunk	1948/2009	4.74	4.89	4.89	0	N	
3347560	155	MALTBY HOLLOW	Olive	2021	6.61	6.61	6.61	0	N	
3347570	158	SCUDDER BROOK	Hardenburgh	1953/1997	3.77	3.77	3.15	0	Y	Under design
3347580	160	DONAHUE	Shandaken	1953/2018	3.63	3.63	3.63	0	Y	Inventory truss pieces and add to Bridge Program
3347590	161	NEW HERDMAN	Shandaken	2002	5.42	5.33	5.33	0	Y	
3347600	166	FANTINEKILL	Rochester	2024	3.77	6.80	7.00	0	N	
3347610	167	DAVENPORT	Rochester	1955	4.60	4.78	4.78	0	N	Bridge Program - 2030
3347620	168	VAN VLIET	Rochester	1962/2004	4.98	4.84	4.84	0	N	Possible TCBR Shotcrete Abutments
3347630	169	SAWKILL SCHOOL	Ulster	2016	6.37	6.51	6.51	0	N	
3347640	171	PORT JACKSON	Rochester	1960/2018	5.49	5.49	5.42	0	Y	
3347650	175	1776	Shawangunk	2006	5.84	5.74	5.74	0	N	Possible exodermic deck repair
3347660	176	MAPLEDALE	Hardenburgh	2004	4.54	4.54	4.54	0	N	Bridge Program - 2027
3025090	177	HATCHERY HOLLOW	Shandaken	1986/2024	4.65	6.67	6.67	0	N	
3347680	178	DRY BROOK	Hardenburgh	1990/2011	5.95	5.88	5.88	0	N	
3347690	179	BERT LAW	Saugerties	1969	4.57	4.50	4.48	0	N	Put out RFP for consultant engineer 2027/2028 - possibly just superstructure
3347700	180	SAMSONVILLE	Olive	1960/2023	6.14	6.04	6.04	0	N	Seal begin abut wing wall crack
3347710	182	SULLY	Woodstock	1968/2026	3.60	3.60	3.60	0	Y	2026 Superstructure Replacement
3025110	183	BISCUIT CREEK	Denning	1972	4.76	4.76	4.76	0	N	Begin Abut incasement
3025100	184	LITTLE MABEN HOLLOW	Shandaken	2015	6.16	6.16	6.39	0	N	
3347740	185	CHERRYTOWN	Rochester	1963	5.26	5.33	5.33	0	N	Inhouse rail replacement
3347750	186	FISHCREEK	Saugerties	1965	4.68	5.02	5.02	0	N	
3347770	188	BURLINGHAM-CTY LINE	Shawangunk	1964	5.52	5.69	5.69	0	N	
3347780	189	METTACAHONTS	Rochester	1963	5.36	5.12	5.12	0	Y	Begin Abut repairs under exterior girders

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3347790	190	SAUGERTIES RESERVOIR	Saugerties	1966	5.09	5.02	5.02	2	Y	Repairs made in 2025, not reflected in 2026 rating
3347800	191	PHOENICIA	Shandaken	1975	3.61	3.90	3.79	1	Y	Under design
3347810	192	BEECH HILL	Hardenburgh	1969	4.71	4.71	4.69	0	N	Put out RFP for consulant engineer in 2027/2028 - possibly just superstructure
3347820	193	KINGSTON RESERVOIR	Woodstock	1968	5.17	5.28	5.28	0	N	
3347830	194	PALENTOWN CEMETERY	Rochester	2000	4.79	4.79	4.79	0	Y	Bridge Program - 2029
3347840	195	FLOYD ACKER	Esopus	1993/2020	6.09	6.09	6.09	0	N	
3347850	196	GLEN BROOK	Shandaken	1995/2023	5.00	5.64	5.64	0	N	
3347860	197	POWDERMILL	Kingston	1970	5.29	5.29	5.29	0	N	
3347870	198	AROWHEAD	Wawarsing	1970	5.07	5.14	5.14	0	N	check scuppers and deck drainage that's causing outside girder deterioration
3224810	199	JOHN JOY	Woodstock	1975	5.19	5.19	5.19	0	N	Possible end girder repairs & bearings contracted, deck sealing
3224180	200	NEW HILL	Denning	1973/2006	4.35	4.35	4.35	0	N	Begin Abut @ seat repairs inhouse
3365210	201	CLOVE	Marbletown	2006	6.14	6.14	6.14	0	N	
3365200	202	CORNERS	Shandaken	1991/2009	5.07	5.07	5.07	1	Y	1Y, Possible sheeting at wingwall
3360170	203	SHAWANGUNK LAKE	Shawangunk	1998/2018	4.44	4.44	N/A	0.00	N	
3365180	204	CROSS MTN #1	Hardenburgh	1994	5.59	5.89	5.89	0	N	
3365230	205	CROSS MTN#2	Hardenburgh	1994	5.44	5.00	5.00	0	N	
3224270	206	HUDSON VALLEY RAIL TRAIL	Lloyd	2011	6.44	6.44	6.44	0	N	
3224280	207	HUDSON VALLEY RAIL TRAIL	Lloyd	2011	6.44	6.44	6.44	0	N	
2264110	208	CONNELLY	Esopus	2008	5.09	5.09	5.09	0	N	Monitor rail hits
3370210	209	PEEKAMOOSE LAKE	Denning	1992	4.91	4.91	4.73	1	Y	1Y, monitor scour
3371380	210	OLD POST ROAD	Esopus	2009	5.58	5.58	5.58	1	Y	1Y, monitor scour
3370870	211	STEVE FISCHER BRIDGE	Shandaken	2012	6.33	6.65	6.65	0	N	