

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]	Rockland County [087]	Stony Point [71674]	JCT RTS 6-202 < HUDSON R	41-19-11.89 = 41.319969	073-59-03.55 = -73.984319
5503400	Highway agency district: 85	Owner State Toll Authority [31]	Maintenance responsibility	State Toll Authority [31]	
Route 6	RTE 6	Toll Toll bridge [1]	Features intersected	CSXT RIVER LINE, HUDSON	
Design - main 1	Steel [3] Suspension [13]	Design - approach 5	Steel [3] Truss - Deck [09]	Kilometerpoint 0 km = 0.0 mi	Year built 1924 Year reconstructed 1977
				Skew angle 0	Structure Flared
				Historical significance Bridge is on the NRHP. [1]	
Total length	688.2 m = 2258.0 ft	Length of maximum span	497.4 m = 1632.0 ft	Deck width, out-to-out	14.8 m = 48.6 ft
				Bridge roadway width, curb-to-curb	11.6 m = 38.1 ft
Inventory Route, Total Horizontal Clearance	11.5 m = 37.7 ft	Curb or sidewalk width - left	0.8 m = 2.6 ft	Curb or sidewalk width - right	1.2 m = 3.9 ft
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface	Other [9]				

**Weight Limits**

Bypass, detour length	Method to determine inventory rating	No rating analysis or evaluation perfor	Inventory rating	32.7 metric ton = 36.0 tons
5.9 km = 3.7 mi	Method to determine operating rating	No rating analysis or evaluation perfor	Operating rating	83 metric ton = 91.3 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]

### Functional Details

Average Daily Traffic	19147	Average daily truck traffi	4	%	Year	2014	Future average daily traffic	26806	Year	2034
Road classification	Principal Arterial - Other Freeways or Exp		Lanes on structure	2	Approach roadway width	11.5 m = 37.7 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	Railroad-waterway [7]		Lanes under structure	0	Navigation control	Navigation control on waterway (bridge permit required). [1]				
Navigation vertical clearanc	47.2 m = 154.9 ft			Navigation horizontal clearance	178 m = 584.0 ft					
Minimum navigation vertical clearance, vertical lift bridge				Minimum vertical clearance over bridge roadway	5.96 m = 19.6 ft					
Minimum lateral underclearance reference feature	Railroad beneath structure [R]									
Minimum lateral underclearance on right	3 m = 9.8 ft				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	99.99 m = 328.1 ft			Minimum vertical underclearance reference feature	Railroad beneath structure [R]					
Appraisal ratings - underclearances	Meets minimum tolerable limits to be left in place as is [4]									

### Repair and Replacement Plans

Type of work to be performed	Work done by	Work to be done by contract [1]								
Bridge deck rehabilitation with only incidental widening. [36]	Bridge improvement cost	4080000	Roadway improvement cost	2389000						
	Length of structure improvement	688.2 m = 2258.0 ft		Total project cost	6469000					
	Year of improvement cost estimate	2014								
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

## Inspection and Sufficiency

Structure status	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - deck	<input type="text" value="Fair [5]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Equal to present minimum criteria [6]"/>	Status evaluation	<input type="text"/>
Pier or abutment protection	<input type="text" value="None present but re-evaluation suggested [5]"/>	Sufficiency rating	<input type="text" value="61.9"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Inspection date	<input type="text" value="May 2014 [0514]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="May 2014 [0514]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>