HistoricBridges.org - National Bridge Inventory Data Sheet

2016 Inventory

The National Bridge Inventory contains data submitted by state transportion 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]	Port Jervis [59388]	JCT US6 & NEVERSINK RIVER	41-21-40.49 = 41.361247	074-41-06.67 = -74.685186

2003050	Highway agency district: 83	Owner: City or Municipal Highway Agency [04]	Maintenance responsibility: City or Municipal Highway Agency [04]		
Route: 6		RTE 6	Toll: On free road [3]	Features intersected: NEVERSINK RIVER	

Design - main: 1	Steel [3] / Truss - Thru [10]	Design - approach: 0	Other [00]	Kilometerpoint: 313.8 km = 194.6 mi	
				Year built: 1929	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is eligible for the NRHP. [2]	

Total length: 42 m = 137.8 ft	Length of maximum span: 40.8 m = 133.9 ft	Deck width, out-to-out: 9.9 m = 32.5 ft	Bridge roadway width, curb-to-curb: 9.1 m = 29.9 ft		
Inventory Route, Total Horizontal Clearance: 9.1 m = 29.9 ft	Curb or sidewalk width - left: 1.5 m = 4.9 ft	Curb or sidewalk width - right: 0 m = 0.0 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: 0.4 km = 0.2 mi	Method to determine inventory rating: Load Factor(LF) [1]		Inventory rating: 23.6 metric ton = 26.0 tons		
	Method to determine operating rating: Load Factor(LF) [1]		Operating rating: 39 metric ton = 42.9 tons		
	Bridge posting: Equal to or above legal loads [5]		Design Load:		

Functional Details

Average Daily Traffic	16761	Average daily truck traffi	5 %	Year	2013	Future average daily traffic	23465
Year	2033						
Road classification	Other Principal Arterial (Urban) [14]	Lanes on structure	2	Approach roadway width	9.1 m = 29.9 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	4.06 m = 13.3 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

Widening of existing bridge with deck rehabilitation or replacement. [34]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	477000	Roadway improvement cost	279000
Length of structure improvement	42 m = 137.8 ft	Total project cost	756000
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	Posted for other load-capacity restriction [R]	Appraisal ratings - structural	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Fair [5]	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	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - deck	Satisfactory [6]		

Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]

Appraisal ratings - water adequacy	Meets minimum tolerable limits to be left in place as is [4]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	48.9

Culverts	Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings	
Traffic safety features - transitions	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail ends	

Inspection date	December 2015 [1215]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	December 2015 [1215]
Other special inspection	Not needed [N]	Other special inspection date	