

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 Jersey [34]		Morris County [027]		Boonton [06640]		340FT N CR511 & I287 JCT		40-54-11.74 = 40.903261		074-24-28.66 = -74.407961	
1463151		Highway agency district: 1		Owner Other State Agencies [21]		Maintenance responsibility		Other State Agencies [21]			
Route 511		MAIN ST CR 511		Toll On free road [3]		Features intersected MONTCLAIR-BOONTON LINE					
Design - main Steel [3]		Design - approach		Kilometerpoint 1516 km = 939.9 mi		Year built 1927		Year reconstructed N/A [0000]			
1		Girder and floorbeam system [03]		0 Other [00]		Skew angle 13		Structure Flared			
						Historical significance Bridge is not eligible for the NRHP. [5]					
Total length 21.6 m = 70.9 ft		Length of maximum span 19.8 m = 65.0 ft		Deck width, out-to-out 10.8 m = 35.4 ft		Bridge roadway width, curb-to-curb 10.4 m = 34.1 ft					
Inventory Route, Total Horizontal Clearance 10.4 m = 34.1 ft		Curb or sidewalk width - left 1.7 m = 5.6 ft		Curb or sidewalk width - right 1.7 m = 5.6 ft							
Deck structure type		Concrete Cast-in-Place [1]									
Type of wearing surface		Bituminous [6]									
Deck protection											
Type of membrane/wearing surface											

Weight Limits

Bypass, detour length 0.2 km = 0.1 mi		Method to determine inventory rating		Load Factor(LF) [1]		Inventory rating 29.9 metric ton = 32.9 tons	
		Method to determine operating rating		Load Factor(LF) [1]		Operating rating 49.9 metric ton = 54.9 tons	
Bridge posting		Equal to or above legal loads [5]		Design Load			

Functional Details

Average Daily Traffic	10532	Average daily truck traffi	4	%	Year	2019	Future average daily traffic	12851	Year	2039
Road classification	Minor Arterial (Urban) [16]		Lanes on structure	2		Approach roadway width	10.4 m = 34.1 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 [2]		Lanes under structure	0		Navigation control	Not applicable, no waterway. [N]			
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	Railroad beneath structure [R]									
Minimum lateral underclearance on right	74 m = 242.8 ft					Minimum lateral underclearance on left	0 = N/A			
Minimum Vertical Underclearance	5.59 m = 18.3 ft		Minimum vertical underclearance reference feature	Railroad beneath structure [R]						
Appraisal ratings - underclearances	Basically intolerable requiring high priority of replacement [2]									

Repair and Replacement Plans

Type of work to be performed	Work done by	Work to be done by contract [1]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	2973000	Roadway improvement cost	743000						
	Length of structure improvement	29.3 m = 96.1 ft		Total project cost	11145000					
	Year of improvement cost estimate	2019								
	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

Somewhat better than minimum adequacy to tolerate being left in place as is [5]

Condition ratings - superstructure

Fair [5]

Appraisal ratings -
roadway alignment

Somewhat better than minimum adequacy to tolerate being left in place as is [5]

Condition ratings - substructure

Fair [5]

Appraisal ratings -
deck geometry

Meets minimum tolerable limits to be left in place as is [4]

Condition ratings - deck

Fair [5]

Scour

Bridge not over waterway. [N]

Channel and channel protection

Not applicable. [N]

Appraisal ratings - water adequacy

N/A [N]

Status evaluation

Pier or abutment protection

Sufficiency rating

Culverts

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

Traffic safety features - railings

Traffic safety features - transitions

Traffic safety features - approach guardrail

Traffic safety features - approach guardrail ends

Inspection date

February 1999 [299]

Designated inspection frequency

24

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every two years [Y24]

Fracture critical inspection date

February 1999 [299]

Other special inspection

Not needed [N]

Other special inspection date