

HistoricBridges.org - National Bridge Inventory Data Sheet

2014 Inventory

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 Jersey [34]	Warren County [041]	Pohatcong [59820]	1.2 MI SW OF CR 519	40-38-07.53 = 40.635425	075-10-07.25 = -75.168681
2102011	Highway agency district 2	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0		CREEK ROAD	Toll On free road [3]	Features intersected	POHATCONG CREEK
Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi
1	Truss - Thru [10]	0	Other [00]	Year built	1936
				Year reconstructed	1992
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is eligible for the NRHP. [2]
Total length	18.6 m = 61.0 ft	Length of maximum span	17.7 m = 58.1 ft	Deck width, out-to-out	6.4 m = 21.0 ft
Bridge roadway width, curb-to-curb	5.9 m = 19.4 ft	Inventory Route, Total Horizontal Clearance	6.1 m = 20.0 ft	Curb or sidewalk width - left	0 m = 0.0 ft
Curb or sidewalk width - right	0 m = 0.0 ft	Deck structure type	Wood or Timber [8]	Type of wearing surface	Bituminous [6]
Deck protection		Type of membrane/wearing surface			

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	20 metric ton = 22.0 tons
0.8 km = 0.5 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	30.8 metric ton = 33.9 tons
Bridge posting	Equal to or above legal loads [5]	Design Load		

Functional Details

Average Daily Traffic	420	Average daily truck traffi	3	%	Year	2013	Future average daily traffic	500	Year	2033
Road classification	Local (Rural) [09]		Lanes on structure	2		Approach roadway width	6.1 m = 20.0 ft			
Type of service on bridge	Highway [1]		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]		
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	735000	Roadway improvement cost	50000
	Length of structure improvement	18.6 m = 61.0 ft	Total project cost	1154000
	Year of improvement cost estimate	2013		
	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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
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	Better than present minimum criteria [7]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	45.4
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	May 2013 [0513]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	May 2013 [0513]
Other special inspection	Not needed [N]	Other special inspection date	