

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]	Monmouth County [025]	Upper Freehold [74900]	0.2 MI. N.W. RTE 537	40-07-02 = 40.117222	074-29-36 = - 74.493333
1300U26	Highway agency district 2	Owner County Highway Agency [02]	Maintenance responsibility	City or Municipal Highway Agency [04]	
Route 0	MEIRS ROAD	Toll On free road [3]	Features intersected LAHAWAY CREEK		
Design - main 3	Wood or timber [7]	Design - approach 0	Other [00]	Kilometerpoint 0 km = 0.0 mi	Year built #Num!
	Stringer/Multi-beam or girder [02]			Year reconstructed 1991	Skew angle 0
				Structure Flared	Historical significance Bridge is not eligible for the NRHP. [5]
Total length 12.8 m = 42.0 ft	Length of maximum span 4.3 m = 14.1 ft	Deck width, out-to-out 4.9 m = 16.1 ft	Bridge roadway width, curb-to-curb 4.6 m = 15.1 ft		
Inventory Route, Total Horizontal Clearance 4.6 m = 15.1 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	Wood or Timber [7]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.5 km = 0.3 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	21.8 metric ton = 24.0 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	29 metric ton = 31.9 tons
Bridge posting	Equal to or above legal loads [5]		Design Load	

Functional Details

Average Daily Traffic	321	Average daily truck traffi	3	%	Year	2011	Future average daily traffic	392	Year	2031	
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	5.5 m = 18.0 ft				
Type of service on bridge	Highway [1]		Direction of traffic	One lane bridge for 2 - way traffic [3]		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	643000	Roadway improvement cost	100000						
	Length of structure improvement	19.2 m = 63.0 ft		Total project cost	1011000					
	Year of improvement cost estimate	2006								
	Border bridge - state					Border bridge - percent responsibility of other state				
	Border bridge - structure number									

Inspection and Sufficiency

Structure status	<input type="text" value="Posted for load [P]"/>	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="Good [7]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Good [7]"/>		
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="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	<input type="text" value="Superior to present desirable criteria [9]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="56.6"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
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="June 2011 [0611]"/>	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="June 2011 [0611]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>