

HistoricBridges.org - National Bridge Inventory Data Sheet

2012 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]	Hudson County [017]	Jersey City [36000]	0.6 MI W OF 440-1+9 JCT	40-43-41 = 40.728056	074-06-05 = - 74.101389
905152	Highway agency district	1	Owner	State Highway Agency [01]	Maintenance responsibility
State Highway Agency [01]					
Route	1		US1+9T	Toll	On free road [3]
Features intersected	HACKENSACK RIVER				
Design - main	Steel [3]	Design - approach	Steel [3]	Kilometerpoint	276.8 km = 171.6 mi
1	Movable - Lift [15]	10	Girder and floorbeam system [03]	Year built	1954
				Year reconstructed	2003
				Skew angle	0
				Structure Flared	
				Historical significance	Historical significance is not determinable at this time. [4]
Total length	451.1 m = 1480.1 ft	Length of maximum span	67.7 m = 222.1 ft	Deck width, out-to-out	23.4 m = 76.8 ft
Bridge roadway width, curb-to-curb	22.4 m = 73.5 ft	Inventory Route, Total Horizontal Clearance	11.2 m = 36.7 ft	Curb or sidewalk width - left	1.9 m = 6.2 ft
Curb or sidewalk width - right	1.9 m = 6.2 ft	Deck structure type	Concrete Cast-in-Place [1]		
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	30.8 metric ton = 33.9 tons
0.6 km = 0.4 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	68 metric ton = 74.8 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]	

Functional Details

Average Daily Traffic	57240	Average daily truck traffi	4	%	Year	2010	Future average daily traffic	69840	Year	2030
Road classification	Other Principal Arterial (Urban) [14]		Lanes on structure	6		Approach roadway width	23.2 m = 76.1 ft			
Type of service on bridge	Highway-pedestrian [5]		Direction of traffic	2 - way traffic [2]		Bridge median	Closed median with non-mountable bar			
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Waterway [5]		Lanes under structure	0		Navigation control	Navigation control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	41.1 m = 134.8 ft		Navigation horizontal clearance	60.7 m = 199.2 ft						
Minimum navigation vertical clearance, vertical lift bridge	10.7 m = 35.1 ft				Minimum vertical clearance over bridge roadway	4.93 m = 16.2 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

Bridge improvement cost

Roadway improvement cost

Length of structure improvement

0 m = 0.0 ft

Total project cost

Year of improvement cost estimate

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	Equal to present minimum criteria [6]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Fair [5]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]		
Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	
Pier or abutment protection	In place but in a deteriorated condition [3]	Sufficiency rating	69.3
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	Inspected feature meets currently acceptable standards. [1]		
Inspection date	November 2010 [1110]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y48]	Underwater inspection date	October 2008 [1008]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	November 2010 [1110]
Other special inspection	Not needed [N]	Other special inspection date	