

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]	Hunterdon County [019]	East Amwell [18820]	1 MI.N.CO.RT.602	40-27-06.98 = 40.451939	074-48-57.35 = -74.815931
10XX243	Highway agency district 2	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	VAN LIEUS ROAD		Toll On free road [3]	Features intersected BACK BROOK	
Design - main Steel [3]	Design - approach	Kilometerpoint 0 km = 0.0 mi	Year built 1910	Year reconstructed 1973	
1	Truss - Thru [10]	0 Other [00]	Skew angle 0	Structure Flared	
			Historical significance	Bridge is eligible for the NRHP. [2]	
Total length 19.2 m = 63.0 ft	Length of maximum span 18.3 m = 60.0 ft	Deck width, out-to-out 4.2 m = 13.8 ft	Bridge roadway width, curb-to-curb 4.1 m = 13.5 ft		
Inventory Route, Total Horizontal Clearance 4.1 m = 13.5 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Corrugated Steel [6]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface	Preformed Fabric [2]				

Weight Limits

Bypass, detour length 0.5 km = 0.3 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	10 metric ton = 11.0 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	23.6 metric ton = 26.0 tons
Bridge posting	00.1 - 09.9 % below [4]		Design Load	

Functional Details

Average Daily Traffic	420	Average daily truck traffi	1	%	Year	2013	Future average daily traffic	512	Year	2033
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	7.6 m = 24.9 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	0 m = 0.0 ft			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	707000	Roadway improvement cost	90000						
	Length of structure improvement	19 m = 62.3 ft		Total project cost	890000					
	Year of improvement cost estimate	2009								
	Border bridge - state		Border bridge - percent responsibility of other state							
	Border bridge - structure number									

Inspection and Sufficiency

Structure status	Posted for load [P]	Appraisal ratings - structural	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		
Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]		
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	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	19.6
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	June 2013 [0613]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	June 2013 [0613]
Other special inspection	Every year [Y12]	Other special inspection date	June 2013 [0613]