HistoricBridges.org - National Bridge Inventory Data Sheet

2012 Inventory

The National Bridge Inventory contains data submitted by state transportion 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]	5 MI NW RT 539 & RT 537	40-07-59 = 40.133056	074-33-37 = -74.560278

1300U47	Highway agency district: 2	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		
Route: 0		WALNS MILL ROAD	Toll: On free road [3]	Features intersected: CROSSWICKS CREEK	

Design - main: 4	Wood or timber [7] / Stringer/Multi-beam or girder [02]	Design - approach: 0	Other [00]	Kilometerpoint: 0 km = 0.0 mi	
				Year built: #Num!	Year reconstructed: 1948
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is eligible for the NRHP. [2]	

Total length: 18.9 m = 62.0 ft	Length of maximum span: 5.2 m = 17.1 ft	Deck width, out-to-out: 4.6 m = 15.1 ft	Bridge roadway width, curb-to-curb: 4.5 m = 14.8 ft				
Inventory Route, Total Horizontal Clearance: 4.5 m = 14.8 ft	Curb or sidewalk width - left: 0.2 m = 0.7 ft	Curb or sidewalk width - right: 0.2 m = 0.7 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: 0.5 km = 0.3 mi	Method to determine inventory rating: Allowable Stress(AS) [2]	Inventory rating: 22.7 metric ton = 25.0 tons			
	Method to determine operating rating: Allowable Stress(AS) [2]	Operating rating: 31.8 metric ton = 35.0 tons			
	Bridge posting: Equal to or above legal loads [5]	Design Load:			

Functional Details

Average Daily Traffic	250	Average daily truck traffi	3 %	Year	2009	Future average daily traffic	310
Year	2029						

Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	4.6 m = 15.1 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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	1188000	Roadway improvement cost	100000
Length of structure improvement	35.4 m = 116.1 ft	Total project cost	1785000
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	Posted for load [P]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructur	Satisfactory [6]	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	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	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	45.5

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	Inpected feature meets currently acceptable standards. [1]

Inspection date	June 2011 [0611]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y48]	Underwater inspection date	July 2011 [0711]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	June 2011 [0611]
Other special inspection	Not needed [N]	Other special inspection date	