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							40-31-24 =	075-03-47 = -	
New Jersey [34]	unterdon County [()19]	Frenchtown [25350]	.2MI SOUTH OF MAIN STREET		40.523333	75.063056		
10XX159 Highway agency district 2			Owner County Highway Agency [02] Maintenance responsibility		County Highway A	gency [02]			
Route 0 RIVER ROAD			Toll On free road [3] Features intersected NISHISAKA			WICK CREEK			
Design - main Steel [3] Design - approach Truss - Thru [10] Doublet		Kilometerpoint 0 km = 0.0 mi Year built #Num! Year reconstructed 1994 [00] Skew angle 5 Structure Flared Historical significance Bridge is not eligible for the NRHP. [5]							
Total length 17.4 m = 57.1 ft Length of maximum span 17.1 m = 56.1 ft Deck width, out-to-out 4.9 m = 16.1 ft Bridge roadway width, curb-to-curb 4.3 m = 14.1 ft Inventory Route, Total Horizontal Clearance 4.3 m = 14.1 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]							3		
Type of wearing surface Bituminous [6]									
Deck protection									
Type of membrane/wearing surface Preformed Fabric [2]									
Weight Limits									
Bypass, detour length 0.2 km = 0.1 mi Method to determine inventory rating Method to determine operating rating		Allowable Stress(AS) [2]		Inventory rating	22.7 metric ton = 25.0 tons				
		nine operating rating	Allowable Stress(AS) [2]		Operating rating 37.2 metric ton = 40.9 tons				
Bridge posting Equal to or above legal loads [5]					Design Load				

Functional Details								
Average Daily Traffic 85 Average daily tru	ıck traffi 3 % Year 2009 Future average daily traffic 105 Year 2029							
Road classification Local (Rural) [09]	Lanes on structure 1 Approach roadway width 5.2 m = 17.1 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 Minimum vertical clearance over bridge roadway 99.99 m = 328.1 ft								
Minimum lateral underclearance reference feature Fe	ature 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]								
2								
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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]						
Condition ratings - superstructur	Fair [5]	Appraisal ratings - roadway alignment	Better than present m	ninimum criteria [7]					
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings -	Equal to present mining	mum criteria [6]					
Condition ratings - deck	Satisfactory [6]	deck geometry							
Scour	Bridge foundations determine	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]							
Channel and channel protection	Bank is beginning to slump. I minor stream bed movement	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 adequac	Equal to present minimum cri	teria [6]	Status eva	luation					
Pier or abutment protection			Sufficiency	y rating 56.2					
Culverts Not applicable. Used	if structure is not a culvert. [N]								
Traffic safety features - railings									
Traffic safety features - transition	ns								
Traffic safety features - approach	n guardrail								
Traffic safety features - approach	n guardrail ends								
Inspection date May 2009 [0509] Designated inspection frequency 24 Months									
Underwater inspection	Not needed [N]	Underwater inspec	ction date						
Fracture critical inspection	Every two years [Y24]	Fracture critical in:	spection date May 2	009 [0509]					
Other special inspection	Not needed [N]	Other special insp	ection date						