HistoricBridges.org - National Bridge Inventory Data Sheet

2009 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

Pennsylvania [42]	Blair County [013]	Snyder [71624]	IRONVILLE	40-39-35 = 40.659722	078-13-05 = -78.218056

71014001001100	Highway agency district: 9	Owner	State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]

Route	0	SR 1014	Toll	On free road [3]	Features intersected: LITTLE JUNIATA RIVER

Design - main	Concrete [1]	Design - approach		Kilometerpoint	0 km = 0.0 mi
2	Arch - Deck [11]	0	Other [00]	Year built: 1912	Year reconstructed: 2006
				Skew angle: 45	Structure Flared:
				Historical significance	Bridge is not eligible for the NRHP. [5]

Total length	50.6 m = 166.0 ft	Length of maximum span	23.2 m = 76.1 ft	Deck width, out-to-out	7.2 m = 23.6 ft	Bridge roadway width, curb-to-curb	6.7 m = 22.0 ft
Inventory Route, Total Horizontal Clearance	6.7 m = 22.0 ft	Curb or sidewalk width - left	0.1 m = 0.3 ft	Curb or sidewalk width - right	0.1 m = 0.3 ft		

Deck structure type	Not applicable [N]
Type of wearing surface	Not applicable (applies only to structures with no deck) [N]
Deck protection	Not applicable (applies only to structures with no deck) [N]
Type of membrane/wearing surface	Not applicable (applies only to structures with no deck) [N]

Weight Limits

Bypass, detour length	Method to determine inventory rating	No rating analysis performed [5]	Inventory rating	32.7 metric ton = 36.0 tons	
1.6 km = 1.0 mi	Method to determine operating rating	No rating analysis performed [5]	Operating rating	37.2 metric ton = 40.9 tons	
	Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	84	Average daily truck traffi	5 %	Year	2008	Future average daily traffic	376	Year	2024

Road classification	Local (Urban) [19]	Lanes on structure	2	Approach roadway width	5.2 m = 17.1 ft
Type of service on bridge	Highway [1]	Direction of traffic	2 - way traffic [2]	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	10 m = 32.8 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	0	Roadway improvement cost	0
Length of structure improvement	63 m = 206.7 ft	Total project cost	2000
Year of improvement cost estimate	3760		
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	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Serious [3]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Not Applicable [N]		

Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]
Channel and channel protection	Bank and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. [4]

Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	
Pier or abutment protection		Sufficiency rating	51.9

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	April 2008 [0408]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	