HistoricBridges.org - National Bridge Inventory Data Sheet

2010 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]	Wyoming County [131]	Nicholson [54408]	NICHOLSON TWP .2M S TR 92	41-36-16 = 41.604444	075-49-22 = -75.822778

651029003020790 | Highway agency district: 4 | Owner: State Highway Agency [01] | Maintenance responsibility: State Highway Agency [01]

Route: 0 | | SR 1029 | Toll: On free road [3] | Features intersected: TUNKHANNOCK CREEK

Design - main	Steel [3]	Design - approach		Kilometerpoint	167.7 km = 104.0 mi
1	Truss - Thru [10]	0	Other [00]	Year built	1878
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is possibly eligible for the NRHP. [3]

Total length	35.1 m = 115.2 ft	Length of maximum span	34.4 m = 112.9 ft	Deck width, out-to-out	4 m = 13.1 ft	Bridge roadway width, curb-to-curb	3.7 m = 12.1 ft
Inventory Route, Total Horizontal Clearance	3.7 m = 12.1 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	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	Load Factor(LF) [1]	Inventory rating	6.4 metric ton = 7.0 tons
0.8 km = 0.5 mi		Method to determine operating rating	Load Factor(LF) [1]	Operating rating	10 metric ton = 11.0 tons
		Bridge posting		Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	838	Average daily truck traffi	9 %	Year	2010	Future average daily traffic	1154
Year	2026						
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	3.7 m = 12.1 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	2.97 m = 9.7 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	43.6 m = 143.1 ft	Total project cost	1000
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	Bridge closed to all traffic [K]	Appraisal ratings - structural	
Condition ratings - superstructur	Critical [2]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Serious [3]	Appraisal ratings - deck geometry	
Condition ratings - deck	Critical [2]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]
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	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	0

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	May 2008 [0508]	Designated inspection frequency	6	Months

Underwater inspection	Every two years [Y24]	Underwater inspection date	May 2008 [0508]
Fracture critical inspection	Unknown [Y06]	Fracture critical inspection date	May 2008 [0508]
Other special inspection	Not needed [N]	Other special inspection date	