HistoricBridges.org - National Bridge Inventory Data Sheet

2013 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]	Somerset County [111]	Northampton [54704]	3 MI.W.OF GLENCOE	39-48-52 = 39.814444	078-53-50 = -78.897222

31874	Highway agency district 9	Owner	County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]

Route 0	T713,COUNTY BR RD	Toll	On free road [3]	Features intersected	WILLS CREEK

Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi
1	Truss - Thru [10]	0	Other [00]	Year built 1925	Year reconstructed N/A [0000]
				Skew angle 0	Structure Flared
				Historical significance	Bridge is eligible for the NRHP. [2]

Total length	13.1 m = 43.0 ft	Length of maximum span	12.8 m = 42.0 ft	Deck width, out-to-out	3.7 m = 12.1 ft	Bridge roadway width, curb-to-curb	3.3 m = 10.8 ft
Inventory Route, Total Horizontal Clearance	3.3 m = 10.8 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	Wood or Timber [7]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	5.4 metric ton = 5.9 tons	
1.6 km = 1.0 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	8.2 metric ton = 9.0 tons	
	Bridge posting		Design Load		

Functional Details

Average Daily Traffic	50	Average daily truck traffi		%	Year 2012	Future average daily traffic 63	Year 2032

Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	3 m = 9.8 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	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	16 m = 52.5 ft	Total project cost	1000
Year of improvement cost estimate			
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	Fair [5]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		

Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]
Channel and channel protection	Bank protection has failed. River control devices have been destroyed. Stream bed aggradation, degradation or lateral movement has changed the channel to now threaten the bridge and/or approach roadway. [3]

Appraisal ratings - water adequacy	Equal to present minimum criteria [6]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	19.4

Culverts	Not applicable. Used if structure is not a culvert. [N]
Traffic safety features - railings	
Traffic safety features - transitions	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail	
Traffic safety features - approach guardrail ends	

Inspection date	November 2010 [1110]	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	Every year [Y12]	Other special inspection date	November 2011 [1111]