

The National Bridge Inventory contains data submitted by state transportation 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] | | Elk County [047] | | Horton [35816] | | 420 FT SOUTH OF SR 219 | | 41-15-28.80 = 41.258000 | | 078-43-36.84 = -78.726900 | |
| 15740 | | Highway agency district: 2 | | Owner Town or Township Highway Agency [03] | | Maintenance responsibility | | Town or Township Highway Agency [03] | | | |
| Route 0 | | T-331 BOGGY RUN RD | | Toll On free road [3] | | Features intersected LITTLE TOBY CREEK | | | | | |
| Design - main Concrete [1] | | Design - approach | | Kilometerpoint 0 km = 0.0 mi | | Year built 1911 | | Year reconstructed N/A [0000] | | | |
| 1 | | Frame [07] | | 0 | | Other [00] | | Skew angle 20 | | Structure Flared | |
| | | | | | | Historical significance Bridge is eligible for the NRHP. [2] | | | | | |
| Total length 23.8 m = 78.1 ft | | Length of maximum span 23.5 m = 77.1 ft | | Deck width, out-to-out 5.9 m = 19.4 ft | | Bridge roadway width, curb-to-curb 5.1 m = 16.7 ft | | | | | |
| Inventory Route, Total Horizontal Clearance 5.1 m = 16.7 ft | | Curb or sidewalk width - left 0 m = 0.0 ft | | Curb or sidewalk width - right 0 m = 0.0 ft | | | | | | | |
| Deck structure type | | Concrete Cast-in-Place [1] | | | | | | | | | |
| 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 | | Inventory rating 32.7 metric ton = 36.0 tons | |
| | | Method to determine operating rating | | Operating rating 49 metric ton = 53.9 tons | |
| Bridge posting | | Equal to or above legal loads [5] | | Design Load MS 18 / HS 20 [5] | |

Functional Details

| | | | | | | | | | | |
|---|---------------------------------------|----------------------------|---|--|--|------------------------|------------------------------|-----|------|------|
| Average Daily Traffic | 278 | Average daily truck traffi | 1 | % | Year | 2017 | Future average daily traffic | 389 | Year | 2037 |
| Road classification | Local (Rural) [09] | | Lanes on structure | 2 | | Approach roadway width | 4.9 m = 16.1 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 | 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 | Work done by | Work to be done by contract [1] | | | | | | | | |
| Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31] | Bridge improvement cost | 78000 | Roadway improvement cost | 264000 | | | | | | |
| | Length of structure improvement | 30 m = 98.4 ft | | Total project cost | 1047000 | | | | | |
| | 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 - superstructure | Fair [5] | Appraisal ratings - roadway alignment | Better than present minimum criteria [7] |
| Condition ratings - substructure | Fair [5] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - deck | Fair [5] | | |
| Scour | Bridge is scour critical; bridge foundations determined to be unstable. [3] | | |
| 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 | Functionally obsolete [2] |
| Pier or abutment protection | | Sufficiency rating | 65.9 |
| 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 | September 2017 [0917] | 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 | |