

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] Crawford County [039] Conneautville [15760] CONNEAUTVILLE-CENTER ST. 41-45-24 = 41.756667 080-22-12 = - 80.370000
 207406880930060 Highway agency district 1 Owner County Highway Agency [02] Maintenance responsibility County Highway Agency [02]
 Route 7406 CENTER STREET Toll On free road [3] Features intersected OVER CONNEAUT CREEK
 Design - main Steel [3] Design - approach Other [00] Kilometerpoint 0 km = 0.0 mi
 1 Truss - Thru [10] 0 Other [00] Year built 1896 Year reconstructed 1973
 Skew angle 0 Structure Flared
 Historical significance Historical significance is not determinable at this time. [4]
 Total length 24.1 m = 79.1 ft Length of maximum span 23.5 m = 77.1 ft Deck width, out-to-out 4.8 m = 15.7 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 2.1 m = 6.9 ft Curb or sidewalk width - right 2.1 m = 6.9 ft
 Deck structure type Closed Grating [4]
 Type of wearing surface Bituminous [6]
 Deck protection
 Type of membrane/wearing surface

Weight Limits

Bypass, detour length 0.1 km = 0.1 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 8.2 metric ton = 9.0 tons
 Method to determine operating rating Load Factor(LF) [1] Operating rating 14.5 metric ton = 16.0 tons
 Bridge posting Design Load M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	250	Average daily truck traffi		%	Year	2006	Future average daily traffic	350	Year	2026
Road classification	Local (Urban) [19]		Lanes on structure	1	Approach roadway width	5.2 m = 17.1 ft				
Type of service on bridge	Highway-pedestrian [5]		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	4 m = 13.1 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	0	Roadway improvement cost	0		
	Length of structure improvement	30 m = 98.4 ft		Total project cost	1000	
	Year of improvement cost estimate	2002				
	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	Serious [3]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Poor [4]		
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 protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]		
Appraisal ratings - water adequacy	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	15
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	May 2008 [0508]	Designated inspection frequency	24 Months
Underwater inspection	Every two years [Y24]	Underwater inspection date	May 2008 [0508]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	May 2008 [0508]
Other special inspection	Not needed [N]	Other special inspection date	