

HistoricBridges.org - National Bridge Inventory Data Sheet

2010 Inventory

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]	Perry County [099]	Northeast Madison [5496]	0.5 MI SE BIXLER'S RUN	40-22-04 = 40.367778	077-23-33 = - 77.392500
507210040330130	Highway agency district 8	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	CENTER RD	Toll On free road [3]	Features intersected	BIXLER RUN	
Design - main	Steel [3]	Design - approach	Kilometerpoint	0 km = 0.0 mi	
1	Truss - Thru [10]	0	Other [00]	Year built	1905
				Year reconstructed	1977
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]
Total length	19.2 m = 63.0 ft	Length of maximum span	17.7 m = 58.1 ft	Deck width, out-to-out	4.9 m = 16.1 ft
Inventory Route, Total Horizontal Clearance	4.4 m = 14.4 ft	Curb or sidewalk width - left	0.8 m = 2.6 ft	Curb or sidewalk width - right	0.2 m = 0.7 ft
Deck structure type	Open Grating [3]				
Type of wearing surface					
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	10.9 metric ton = 12.0 tons
0.5 km = 0.3 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	19.1 metric ton = 21.0 tons
Bridge posting	30.0 - 39.9 % below [1]	Design Load	M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	25	Average daily truck traffi	2	%	Year	2005	Future average daily traffic	300	Year	1986
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	4 m = 13.1 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						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

Work done by

Bridge improvement cost

0

Roadway improvement cost

0

Length of structure improvement

0 m = 0.0 ft

Total project cost

0

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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Equal to present minimum criteria [6]
Condition ratings - deck	Satisfactory [6]		
Scour	Countermeasures have been installed to mitigate an existing problem with scour. [7]		
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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	
Pier or abutment protection		Sufficiency rating	39.8
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	October 2009 [1009]	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 two years [Y24]	Other special inspection date	