

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.

<b>Basic Information</b>		Pennsylvania [42]		Greene County [059]	Clarksville [13896]	JEFFERSON T & CLARKSVILLE	39-58-22 = 39.972778	080-02-46 = - 80.046111		
301011015005010		Highway agency district	12	Owner	State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]			
Route	0		SR 1011	Toll	On free road [3]	Features intersected	SOUTH FORK TENMILE CREEK			
Design - main	Steel [3]	Design - approach	Steel [3]	Kilometerpoint	1131.2 km = 701.3 mi		Year built	1944	Year reconstructed	1983
	1		Truss - Thru [10]	1	Girder and floorbeam system [03]	Skew angle	30	Structure Flared		
				Historical significance	Bridge is not eligible for the NRHP. [5]					
Total length	46 m = 150.9 ft		Length of maximum span	25.3 m = 83.0 ft		Deck width, out-to-out	9 m = 29.5 ft		Bridge roadway width, curb-to-curb	7.3 m = 24.0 ft
Inventory Route, Total Horizontal Clearance	7.3 m = 24.0 ft		Curb or sidewalk width - left	1.5 m = 4.9 ft		Curb or sidewalk width - right	0.2 m = 0.7 ft			
Deck structure type	Concrete Cast-in-Place [1]									
Type of wearing surface	Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]									
Deck protection	Epoxy Coated Reinforcing [1]									
Type of membrane/wearing surface										

<b>Weight Limits</b>		Bypass, detour length		Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	27.2 metric ton = 29.9 tons	
		1.3 km = 0.8 mi		Method to determine operating rating	Load Factor(LF) [1]	Operating rating	45.4 metric ton = 49.9 tons	
		Bridge posting		Equal to or above legal loads [5]		Design Load	M 13.5 / H 15 [2]	

### Functional Details

Average Daily Traffic	<input type="text" value="2434"/>	Average daily truck traffi	<input type="text" value="5"/>	%	Year	<input type="text" value="2010"/>	Future average daily traffic	<input type="text" value="3112"/>	Year	<input type="text" value="2013"/>
Road classification	<input type="text" value="Major Collector (Rural) [07]"/>		Lanes on structure	<input type="text" value="2"/>		Approach roadway width	<input type="text" value="8.5 m = 27.9 ft"/>			
Type of service on bridge	<input type="text" value="Highway-pedestrian [5]"/>		Direction of traffic	<input type="text" value="2 - way traffic [2]"/>		Bridge median	<input type="text"/>			
Parallel structure designation	<input type="text" value="No parallel structure exists. [N]"/>									
Type of service under bridge	<input type="text" value="Waterway [5]"/>		Lanes under structure	<input type="text" value="0"/>		Navigation control	<input type="text"/>			
Navigation vertical clearanc	<input type="text" value="0 = N/A"/>			Navigation horizontal clearance	<input type="text" value="0 = N/A"/>					
Minimum navigation vertical clearance, vertical lift bridge	<input type="text"/>					Minimum vertical clearance over bridge roadway	<input type="text" value="10 m = 32.8 ft"/>			
Minimum lateral underclearance reference feature	<input type="text" value="Feature not a highway or railroad [N]"/>									
Minimum lateral underclearance on right	<input type="text" value="0 = N/A"/>					Minimum lateral underclearance on left	<input type="text" value="0 = N/A"/>			
Minimum Vertical Underclearance	<input type="text" value="0 = N/A"/>			Minimum vertical underclearance reference feature	<input type="text" value="Feature not a highway or railroad [N]"/>					
Appraisal ratings - underclearances	<input type="text" value="N/A [N]"/>									

### Repair and Replacement Plans

Type of work to be performed	Work done by <input type="text" value="Work to be done by contract [1]"/>				
<input type="text" value="Other structural work, including hydraulic replacements. [38]"/>	Bridge improvement cost	<input type="text" value="0"/>	Roadway improvement cost	<input type="text" value="0"/>	
	Length of structure improvement	<input type="text" value="55 m = 180.5 ft"/>		Total project cost	<input type="text" value="0"/>
	Year of improvement cost estimate	<input type="text"/>			
	Border bridge - state	<input type="text"/>	Border bridge - percent responsibility of other state	<input type="text"/>	
	Border bridge - structure number	<input type="text"/>			

## Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	45.5
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	September 2008 [0908]	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	September 2004 [0904]