

# 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]	Bradford County [015]	Franklin [27344]	SO.INT.RT.414,T350	41-41-49 = 41.696944	076-36-06 = - 76.601667
087209035000130	Highway agency district 3	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	T350(CO.BR.NO.13)	Toll On free road [3]	Features intersected	TOWANDA CREEK	
Design - main 1	Steel [3] Truss - Thru [10]	Design - approach 0	Other [00]	Kilometerpoint 0 km = 0.0 mi	Year built 1904
				Year reconstructed 1962	Skew angle 0
				Structure Flared	Historical significance Historical significance is not determinable at this time. [4]
Total length 27.7 m = 90.9 ft	Length of maximum span 27.4 m = 89.9 ft	Deck width, out-to-out 4.1 m = 13.5 ft	Bridge roadway width, curb-to-curb 4.1 m = 13.5 ft		
Inventory Route, Total Horizontal Clearance 4.1 m = 13.5 ft	Curb or sidewalk width - left 0.1 m = 0.3 ft	Curb or sidewalk width - right 0.1 m = 0.3 ft			
Deck structure type	Open Grating [3]				
Type of wearing surface					
Deck protection					
Type of membrane/wearing surface					

## Weight Limits

Bypass, detour length 0.5 km = 0.3 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating 17.2 metric ton = 18.9 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating 29 metric ton = 31.9 tons
Bridge posting 30.0 - 39.9 % below [1]		Design Load M 13.5 / H 15 [2]	

### Functional Details

Average Daily Traffic	50	Average daily truck traffi	0	%	Year	2009	Future average daily traffic	77	Year	2031
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	3.7 m = 12.1 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	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	31 m = 101.7 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 corrective action [3]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Serious [3]	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 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	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	16.5
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	July 2009 [0709]	Designated inspection frequency	12 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	