# HistoricBridges.org - National Bridge Inventory Data Sheet

**2009 Inventory**

The National Bridge Inventory contains data submitted by state transportion 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] | Luzerne County [079] | Nescopeck [52992] | NESCOPECK TWP JCT SR 3015 | 41-02-35 = 41.043056 | 076-13-21 = -76.222500 |

403014002023800 | Highway agency district: 4 | Owner: State Highway Agency [01] | Maintenance responsibility: State Highway Agency [01]

Route: 0 | SR 3014 DUMP HILL | Toll: On free road [3] | Features intersected: NESCOPECK CREEK

| | | | | | |
|---|---|---|---|---|---|
| Design - main | Steel [3] | Design - approach | | Kilometerpoint | 76.6 km = 47.5 mi |
| 1 | Truss - Thru [10] | 0 | Other [00] | Year built | 1905 |
| | | | | Year reconstructed | N/A [0000] |
| | | | | Skew angle | 0 |
| | | | | Structure Flared | |
| | | | | Historical significance | Bridge is not eligible for the NRHP. [5] |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Total length | 40.8 m = 133.9 ft | Length of maximum span | 39.6 m = 129.9 ft | Deck width, out-to-out | 5.8 m = 19.0 ft | Bridge roadway width, curb-to-curb | 5.4 m = 17.7 ft |
| Inventory Route, Total Horizontal Clearance | 5.4 m = 17.7 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 | Method to determine inventory rating | Load Factor(LF) [1] | Inventory rating | 5.4 metric ton = 5.9 tons | |
| 1.4 km = 0.9 mi | Method to determine operating rating | Load Factor(LF) [1] | Operating rating | 9.1 metric ton = 10.0 tons | |
| | Bridge posting | 10.0 - 19.9 % below [3] | Design Load | M 13.5 / H 15 [2] | |

## Functional Details

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Average Daily Traffic | 185 | Average daily truck traffi | 9 % | Year | 2008 | Future average daily traffic | 358 |
| Year | 2026 | | | | | | |
| Road classification | Local (Rural) [09] | Lanes on structure | 2 | Approach roadway width | 5.2 m = 17.1 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 | 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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

| | | | |
|---|---|---|---|
| Work done by | Work to be done by contract [1] | | |
| Bridge improvement cost | 0 | Roadway improvement cost | 0 |
| Length of structure improvement | 41 m = 134.5 ft | Total project cost | 1000 |
| Year of improvement cost estimate | 2006 | | |
| 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 | Critical [2] | Appraisal ratings - roadway alignment | Equal to present minimum criteria [6] |
| Condition ratings - substructure | Satisfactory [6] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - deck | Fair [5] | | |

| | |
|---|---|
| Scour | Bridge foundations determined to be stable for assessed or calculated scour condition. [5] |
| Channel and channel protection | Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8] |

| | | | |
|---|---|---|---|
| Appraisal ratings - water adequacy | Equal to present desirable criteria [8] | Status evaluation | Structurally deficient [1] |
| Pier or abutment protection | | Sufficiency rating | 16.4 |

| | |
|---|---|
| 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 | 6 | Months |

| | | | |
|---|---|---|---|
| Underwater inspection | Every two years [Y24] | Underwater inspection date | March 2007 [0307] |
| Fracture critical inspection | Not needed [N] | Fracture critical inspection date | |
| Other special inspection | Not needed [N] | Other special inspection date | |