

HistoricBridges.org - National Bridge Inventory Data Sheet

2012 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] | Venango County [121] | Cornplanter [16232] | CORNPLANTER TOWNSHIP | 41-31-00 = 41.516667 | 079-40-57 = - 79.682500 |
| 33770 | Highway agency district 1 | Owner State Highway Agency [01] | Maintenance responsibility State Highway Agency [01] | | |
| Route 0 | | SR 1004,PTRLM.CNTR | Toll On free road [3] | Features intersected OVER OIL CREEK | |
| Design - main 2 | Aluminum, Wrought Iron or Cast Iron [9] Truss - Thru [10] | Design - approach 0 | Other [00] | Kilometerpoint 0 km = 0.0 mi | |
| | | | | Year built 1884 | Year reconstructed 1984 |
| | | | | Skew angle 0 | Structure Flared |
| | | | | Historical significance | Historical significance is not determinable at this time. [4] |
| Total length 72.8 m = 238.9 ft | Length of maximum span 35.7 m = 117.1 ft | Deck width, out-to-out 4.9 m = 16.1 ft | Bridge roadway width, curb-to-curb 4.7 m = 15.4 ft | | |
| Inventory Route, Total Horizontal Clearance 4.7 m = 15.4 ft | Curb or sidewalk width - left 0 m = 0.0 ft | Curb or sidewalk width - right 0 m = 0.0 ft | | | |
| Deck structure type | Open Grating [3] | | | | |
| Type of wearing surface | | | | | |
| Deck protection | | | | | |
| Type of membrane/wearing surface | | | | | |

Weight Limits

| | | | |
|--|--------------------------------------|-------------------------------|--|
| Bypass, detour length 1.3 km = 0.8 mi | Method to determine inventory rating | Allowable Stress(AS) [2] | Inventory rating 26 metric ton = 28.6 tons |
| | Method to determine operating rating | Allowable Stress(AS) [2] | Operating rating 35 metric ton = 38.5 tons |
| Bridge posting 10.0 - 19.9 % below [3] | | Design Load M 13.5 / H 15 [2] | |

Functional Details

| | | | | | | | | | | |
|---|---------------------------------------|----------------------------|---|---|------|--|------------------------------|-----|------|------|
| Average Daily Traffic | 141 | Average daily truck traffi | 9 | % | Year | 2012 | Future average daily traffic | 180 | Year | 2032 |
| Road classification | Minor Collector (Rural) [08] | | 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 | 0 m = 0.0 ft | | | | | Minimum vertical clearance over bridge roadway | 5 m = 16.4 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 | 73 m = 239.5 ft | Total project cost | 2000 |
| | 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 corrective action [3] |
| Condition ratings - superstructure | Serious [3] | Appraisal ratings - roadway alignment | Meets minimum tolerable limits to be left in place as is [4] |
| Condition ratings - substructure | Fair [5] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - deck | Fair [5] | | |
| Scour | Bridge is scour critical; bridge foundations determined to be unstable. [3] | | |
| 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 | Equal to present desirable criteria [8] | Status evaluation | Structurally deficient [1] |
| Pier or abutment protection | | Sufficiency rating | 33.3 |
| 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 | September 2011 [0911] | Designated inspection frequency | 24 Months |
| Underwater inspection | Not needed [N] | Underwater inspection date | |
| Fracture critical inspection | Unknown [Y06] | Fracture critical inspection date | January 2011 [0111] |
| Other special inspection | Unknown [Y06] | Other special inspection date | September 2009 [0909] |