HistoricBridges.org - National Bridge Inventory Data Sheet

2012 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]	Franklin County [055]	St. Thomas [67400]	BACK CR; WILLIAMSON	39-51-00 = 39.850000	077-48-00 = -77.800000

17726	Highway agency district	8	Owner	Town or Township Highway Agency [03]	Maintenance responsibility	Town or Township Highway Agency [03]	
Route	0		Cedar Street T-481	Toll	On free road [3]	Features intersected	BACK CREEK

Design - main	Aluminum, Wrought Iron or Cast Iron [9]	Design - approach		Kilometerpoint	0 km = 0.0 mi		
1	Truss - Thru [10]	0	Other [00]	Year built	1876	Year reconstructed	N/A [0000]
				Skew angle	0	Structure Flared	
				Historical significance	Bridge is eligible for the NRHP. [2]		

Total length	36.3 m = 119.1 ft	Length of maximum span	35.7 m = 117.1 ft	Deck width, out-to-out	4.6 m = 15.1 ft	Bridge roadway width, curb-to-curb	4.2 m = 13.8 ft
Inventory Route, Total Horizontal Clearance	4.2 m = 13.8 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	Other [9]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	0 metric ton = 0.0 tons	
0.3 km = 0.2 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	0 metric ton = 0.0 tons	
	Bridge posting		Design Load		

Functional Details

Average Daily Traffic	100	Average daily truck traffi	0 %	Year	1987	Future average daily traffic	133
Year	2032						
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	5.2 m = 17.1 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	6 m = 19.7 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

Other structural work, including hydraulic replacements. [38]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	0	Roadway improvement cost	0
Length of structure improvement	45 m = 147.6 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	Bridge closed to all traffic [K]	Appraisal ratings - structural	
Condition ratings - superstructur	Serious [3]	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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Fair [5]		

Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]
Channel and channel protection	Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]

Appraisal ratings - water adequacy	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	21.8

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	August 2010 [0810]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Unknown [Y06]	Fracture critical inspection date	January 1992 [0192]
Other special inspection	Unknown [Y06]	Other special inspection date	August 2008 [0808]