HistoricBridges.org - National Bridge Inventory Data Sheet

2003 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]	Lawrence County [073]	Slippery Rock [71200]	KENNEDY MILL	40-59-30 = 40.991667	080-11-06 = -80.185000

371012014017900	Highway agency district: 11	Owner: State Highway Agency [01]	Maintenance responsibility: State Highway Agency [01]		
Route: 0		FREW MILL RD	Toll: On free road [3]	Features intersected: SLIPPERY ROCK CREEK	

Design - main	Steel [3]	Design - approach		Kilometerpoint: 0 km = 0.0 mi	
1	Truss - Thru [10]	0	Other [00]	Year built: 1928	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is not eligible for the NRHP. [5]	

Total length: 24.4 m = 80.1 ft	Length of maximum span: 23.8 m = 78.1 ft	Deck width, out-to-out: 5.9 m = 19.4 ft	Bridge roadway width, curb-to-curb: 4.9 m = 16.1 ft		
Inventory Route, Total Horizontal Clearance: 4.8 m = 15.7 ft	Curb or sidewalk width - left: 0.2 m = 0.7 ft	Curb or sidewalk width - right: 0.2 m = 0.7 ft			
Deck structure type: Closed Grating [4]					
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: 6.3 metric ton = 6.9 tons		
1.4 km = 0.9 mi	Method to determine operating rating: Load Factor(LF) [1]		Operating rating: 19.8 metric ton = 21.8 tons		
	Bridge posting: 30.0 - 39.9 % below [1]		Design Load: M 9 / H 10 [1]		

Functional Details

Average Daily Traffic	354	Average daily truck traffi	5 %	Year	2003	Future average daily traffic	800	Year	2020

Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	5.5 m = 18.0 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	99.99 m = 328.1 ft		
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]				
Minimum lateral underclearance on right	99.9 = Unlimited	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	506000	Roadway improvement cost	218000
Length of structure improvement	121.9 m = 400.0 ft	Total project cost	998000
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 replacement [2]
Condition ratings - superstructur	Critical [2]	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	Scour calculation/evaluation has not been made. [6]
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	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	25.9

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	June 2002 [0602]	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	