

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]	Lackawanna County [069]	Scranton [69000]	SCRANTON CTY .1 M E TR307	41-23-59 = 41.399722	075-39-07 = - 75.651944
356011019004520	Highway agency district 4	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 0		SR6011 HARRISON AV	Toll On free road [3]	Features intersected SR 3022, ROARING BR, RR	
Design - main 1	Concrete [1] Arch - Deck [11]	Design - approach 2	Concrete [1] Arch - Deck [11]	Kilometerpoint 0 km = 0.0 mi	Year built 1935 Year reconstructed N/A [0000]
				Skew angle 0	Structure Flared
				Historical significance Bridge is possibly eligible for the NRHP. [3]	
Total length	119.5 m = 392.1 ft	Length of maximum span	61.6 m = 202.1 ft	Deck width, out-to-out	13 m = 42.7 ft
Inventory Route, Total Horizontal Clearance	9.1 m = 29.9 ft	Curb or sidewalk width - left	1.5 m = 4.9 ft	Curb or sidewalk width - right	1.5 m = 4.9 ft
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface	Preformed Fabric [2]				

Weight Limits

Bypass, detour length 0.5 km = 0.3 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	16.3 metric ton = 17.9 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	27.2 metric ton = 29.9 tons
	Bridge posting	10.0 - 19.9 % below [3]	Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	15424	Average daily truck traffi	3	%	Year	2009	Future average daily traffic	18208	Year	2029
Road classification	Minor Arterial (Urban) [16]		Lanes on structure	2		Approach roadway width	9.1 m = 29.9 ft			
Type of service on bridge	Highway-pedestrian [5]		Direction of traffic	2 - way traffic [2]		Bridge median				
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Highway-waterway-railroad [Lanes under structure	8		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	Highway beneath structure [H]									
Minimum lateral underclearance on right	0.3 m = 1.0 ft					Minimum lateral underclearance on left	99.9 = Unlimited			
Minimum Vertical Underclearance	4.95 m = 16.2 ft		Minimum vertical underclearance reference feature	Highway beneath structure [H]						
Appraisal ratings - underclearances	Basically intolerable requiring high priority of replacement [2]									

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	124.1 m = 407.2 ft	Total project cost	2000
	Year of improvement cost estimate	2009		
	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

Better than present minimum criteria [7]

Condition ratings - substructure

Fair [5]

Appraisal ratings -
deck geometry

Meets minimum tolerable limits to be left in place as is [4]

Condition ratings - deck

Poor [4]

Scour

Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]

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

Superior to present desirable criteria [9]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

2

Culverts

Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings

Inspected feature meets currently acceptable standards. [1]

Traffic safety features - transitions

Traffic safety features - approach guardrail

Traffic safety features - approach guardrail ends

Inspection date

November 2009 [1109]

Designated inspection frequency

24

Months

Underwater inspection

Every two years [Y24]

Underwater inspection date

November 2009 [1109]

Fracture critical inspection

Not needed [N]

Fracture critical inspection date

Other special inspection

Not needed [N]

Other special inspection date