HistoricBridges.org - National Bridge Inventory Data Sheet

2010 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]	Venango County [121]	Cornplanter [16232]	CORNPLANTER TOWNSHIP	41-30-17 = 41.504722	079-42-06 = -79.701667

607205058740010	Highway agency district 1	Owner: Town or Township Highway Agency [03]	Maintenance responsibility: Town or Township Highway Agency [03]		
Route: 7205		T-587,HARPER ROAD	Toll: On free road [3]	Features intersected: OVER CHERRYTREE RUN	

Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi
1	Truss - Thru [10]	0	Other [00]	Year built: #Num!	Year reconstructed: 1985
				Skew angle: 0	Structure Flared:
				Historical significance	Historical significance is not determinable at this time. [4]

Total length	11.6 m = 38.1 ft	Length of maximum span	10.4 m = 34.1 ft	Deck width, out-to-out	4.2 m = 13.8 ft	Bridge roadway width, curb-to-curb	3.3 m = 10.8 ft
Inventory Route, Total Horizontal Clearance	3.3 m = 10.8 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	Wood or Timber [8]
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	7.3 metric ton = 8.0 tons	
0.6 km = 0.4 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	12.7 metric ton = 14.0 tons	
	Bridge posting		Design Load	M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	100	Average daily truck traffi		%	Year 2007	Future average daily traffic 140	Year 2027

Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	2.4 m = 7.9 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	10 m = 32.8 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	14 m = 45.9 ft	Total project cost	1000
Year of improvement cost estimate	2003		
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	Serious [3]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		

Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]
Channel and channel protection	Bank and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. [4]

Appraisal ratings - water adequacy	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	19.5

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 2009 [0609]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Every year [Y12]	Other special inspection date	June 2009 [0609]