

# HistoricBridges.org - National Bridge Inventory Data Sheet

2009 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                 | 41-31-12 =<br>41.520000        | 079-35-06 = -<br>79.585000                                    |
| 607205061440030                             | Highway agency district 1          | Owner                         | Town or Township Highway Agency [03] | Maintenance responsibility     | Town or Township Highway Agency [03]                          |
| Route 7205                                  |                                    | T-614, LESHER ROAD            | Toll                                 | On free road [3]               | Features intersected OVER PITHOLE CREEK                       |
| Design - main                               | Steel [3]                          | Design - approach             |                                      | Kilometerpoint                 | 0 km = 0.0 mi   |
| 1   | Stringer/Multi-beam or girder [02] | 0                             | Other [00]                           | Year built                     | 1897  |
|   |                                    |                               |                                      | Year reconstructed             | 1996  |
|   |                                    |                               |                                      | Skew angle                     | 45  |
|   |                                    |                               |                                      | Structure Flared               |   |
|   |                                    |                               |                                      | Historical significance        | Historical significance is not determinable at this time. [4] |
| Total length                                | 21.9 m = 71.9 ft                   | Length of maximum span        | 18.6 m = 61.0 ft                     | Deck width, out-to-out         | 3.5 m = 11.5 ft   |
| Inventory Route, Total Horizontal Clearance | 3.3 m = 10.8 ft                    | Curb or sidewalk width - left | 0 m = 0.0 ft                         | Curb or sidewalk width - right | 0 m = 0.0 ft  |
| Deck structure type                         | 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 | 19.1 metric ton = 21.0 tons |
| 19.9 km = 12.3 mi     | Method to determine operating rating | Load Factor(LF) [1]     | Operating rating | 32.7 metric ton = 36.0 tons |
|                       | Bridge posting                       | 10.0 - 19.9 % below [3] | Design Load      | M 13.5 / H 15 [2]           |

### Functional Details

|   |                                       |                            |                       |   |  |  |                              |                |      |      |
|---|---------------------------------------|----------------------------|-----------------------|---|--|--|------------------------------|----------------|------|------|
| Average Daily Traffic                                       | 50                                    | Average daily truck traffi |                       | %   | Year   | 2007                                   | Future average daily traffic | 70             | 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  | 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   | 24 m = 78.7 ft                  | Total project cost                                    | 1000 |
|   | Year of improvement cost estimate | 2004                            |   |      |
|   | Border bridge - state             |                                 | Border bridge - percent responsibility of other state |      |
|   | Border bridge - structure number  |                                 |   |      |

## Inspection and Sufficiency

|   |   |                                       |  |
|---|---|---------------------------------------|--|
| Structure status                                  | <input type="text" value="Posted for load [P]"/>  | Appraisal ratings - structural        | <input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/> |
| Condition ratings - superstructure                | <input type="text" value="Satisfactory [6]"/>   | Appraisal ratings - roadway alignment | <input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>          |
| Condition ratings - substructure                  | <input type="text" value="Good [7]"/>   | Appraisal ratings - deck geometry     | <input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>                |
| Condition ratings - deck                          | <input type="text" value="Good [7]"/>   |                                       |  |
| Scour   | <input type="text" value="Bridge foundations determined to be stable for assessed or calculated scour condition. [5]"/>   |                                       |  |
| Channel and channel protection                    | <input type="text" value="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                | <input type="text" value="Equal to present desirable criteria [8]"/>  | Status evaluation                     | <input type="text" value="Functionally obsolete [2]"/>   |
| Pier or abutment protection                       | <input type="text"/>  | Sufficiency rating                    | <input type="text" value="51.3"/>  |
| Culverts  | <input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>  |                                       |  |
| Traffic safety features - railings                | <input type="text"/>  |                                       |  |
| Traffic safety features - transitions             | <input type="text"/>  |                                       |  |
| Traffic safety features - approach guardrail      | <input type="text"/>  |                                       |  |
| Traffic safety features - approach guardrail ends | <input type="text"/>  |                                       |  |
| Inspection date                                   | <input type="text" value="June 2008 [0608]"/>   | Designated inspection frequency       | <input type="text" value="24"/> Months   |
| Underwater inspection                             | <input type="text" value="Every two years [Y24]"/>  | Underwater inspection date            | <input type="text" value="June 2009 [0609]"/>  |
| Fracture critical inspection                      | <input type="text" value="Not needed [N]"/>   | Fracture critical inspection date     | <input type="text"/>   |
| Other special inspection                          | <input type="text" value="Unknown [N00]"/>  | Other special inspection date         | <input type="text"/>   |