

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Pennsylvania [42]		Venango County [121]		Cornplanter [16232]		CORNPLANTER TOWNSHIP		41-27-36 = 41.460000		079-41-22 = - 79.689444	
600008049011350		Highway agency district 1		Owner State Highway Agency [01]		Maintenance responsibility		State Highway Agency [01]			
Route 8		SR 8,MCCLINTOCK BR		Toll On free road [3]		Features intersected OVER OIL CREEK					
Design - main Steel [3]		Design - approach		Kilometerpoint 3194.5 km = 1980.6 mi		Year built 1930		Year reconstructed 1978			
2 Truss - Thru [10]		0 Other [00]		Skew angle 33		Structure Flared		Historical significance Historical significance is not determinable at this time. [4]			
Total length 95.1 m = 312.0 ft		Length of maximum span 46.3 m = 151.9 ft		Deck width, out-to-out 10.2 m = 33.5 ft		Bridge roadway width, curb-to-curb 8.7 m = 28.5 ft					
Inventory Route, Total Horizontal Clearance 8.7 m = 28.5 ft		Curb or sidewalk width - left 1.4 m = 4.6 ft		Curb or sidewalk width - right 0 m = 0.0 ft							
Deck structure type		Concrete Cast-in-Place [1]									
Type of wearing surface		Monolithic Concrete (concurrently placed with structural deck) [1]									
Deck protection		Epoxy Coated Reinforcing [1]									
Type of membrane/wearing surface											

Weight Limits

Bypass, detour length 1.9 km = 1.2 mi		Method to determine inventory rating		Load Factor(LF) [1]		Inventory rating 22.7 metric ton = 25.0 tons	
		Method to determine operating rating		Load Factor(LF) [1]		Operating rating 38.1 metric ton = 41.9 tons	
Bridge posting		Equal to or above legal loads [5]		Design Load M 13.5 / H 15 [2]			

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

Year of improvement cost estimate

Border bridge - state Border bridge - percent responsibility of other state

Border bridge - structure number

Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - superstructure	Serious [3]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - deck	Poor [4]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]		
Appraisal ratings - water adequacy	Equal to present minimum criteria [6]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	7.2
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	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends			
Inspection date	August 2009 [0809]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	August 2009 [0809]
Other special inspection	Unknown [Y06]	Other special inspection date	August 2009 [0809]