

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]		Mercer County [085]		Springfield [73080]		SPRINGFIELD TOWNSHIP		41-10-06 = 41.168333		080-13-35 = - 80.226389	
432004001011620		Highway agency district 1		Owner State Highway Agency [01]		Maintenance responsibility		State Highway Agency [01]			
Route 0		SR 2004,MILBURN RD		Toll On free road [3]		Features intersected OVER NESHANNOCK CREEK					
Design - main Aluminum, Wrought Iron or Cast Iron [9]		Design - approach		Kilometerpoint 0 km = 0.0 mi		Year built 1904		Year reconstructed 1992			
1 Truss - Thru [10]		0 Other [00]		Skew angle 0		Structure Flared		Historical significance Historical significance is not determinable at this time. [4]			
Total length 24.4 m = 80.1 ft		Length of maximum span 23.5 m = 77.1 ft		Deck width, out-to-out 3.7 m = 12.1 ft		Bridge roadway width, curb-to-curb 3.4 m = 11.2 ft					
Inventory Route, Total Horizontal Clearance 3.4 m = 11.2 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 1.4 km = 0.9 mi		Method to determine inventory rating		Load Factor(LF) [1]		Inventory rating 9.9 metric ton = 10.9 tons	
		Method to determine operating rating		Load Factor(LF) [1]		Operating rating 10.8 metric ton = 11.9 tons	
Bridge posting				Design Load		M 9 / H 10 [1]	

Functional Details

Average Daily Traffic	213	Average daily truck traffi	13	%	Year	2003	Future average daily traffic	296	Year	2022
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	4.6 m = 15.1 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	4.09 m = 13.4 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	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	294000	Roadway improvement cost	126000						
	Length of structure improvement	45.7 m = 149.9 ft		Total project cost	579000					
	Year of improvement cost estimate	2002								
	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 - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
Scour	Scour calculation/evaluation has not been made. [6]		
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 desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	16
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	October 2002 [1002]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	November 2001 [1101]
Other special inspection	Not needed [N]	Other special inspection date	