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]	Beaver County [007]	Center [12016]	MOFFET MILL BRIDGE	40-37-40 = 40.627778	080-20-14 = -80.337222

043010007000000	Highway agency district 11	Owner	State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]

Route	0	MOFFET MILL RD	Toll	On free road [3]	Features intersected RACCOON CREEK

Design - main	Steel [3]	Design - approach		Kilometerpoint	505.7 km = 313.5 mi
1	Truss - Thru [10]	0	Other [00]	Year built 1929	Year reconstructed N/A [0000]
				Skew angle 0	Structure Flared
				Historical significance	Historical significance is not determinable at this time. [4]

Total length	46.3 m = 151.9 ft	Length of maximum span	44.5 m = 146.0 ft	Deck width, out-to-out	6.9 m = 22.6 ft	Bridge roadway width, curb-to-curb	5.5 m = 18.0 ft
Inventory Route, Total Horizontal Clearance	5.5 m = 18.0 ft	Curb or sidewalk width - left	0.2 m = 0.7 ft	Curb or sidewalk width - right	0.2 m = 0.7 ft		

Deck structure type	Concrete Cast-in-Place [1]
Type of wearing surface	Bituminous [6]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	0 metric ton = 0.0 tons	
0.8 km = 0.5 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	0 metric ton = 0.0 tons	
	Bridge posting		Design Load	M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	2535	Average daily truck traffi	1 %	Year	2010	Future average daily traffic	500
Year	2020						

Road classification	Local (Rural) [09]	Lanes on structure	2	Approach roadway width	5.5 m = 18.0 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		Minimum vertical clearance over bridge roadway	4.27 m = 14.0 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	46.3 m = 151.9 ft	Total project cost	1000
Year of improvement cost estimate			
Border bridge - state		Border bridge - percent responsibility of other state	
Border bridge - structure number			

Inspection and Sufficiency

Structure status	Bridge closed to all traffic [K]	Appraisal ratings - structural	
Condition ratings - superstructur	Critical [2]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	
Condition ratings - deck	Serious [3]		

Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]
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	2

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	November 2009 [1109]	Designated inspection frequency	6	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	