

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]		Cameron County [023]		Shippen [70336]		100 FT E. OF PA 155		41-31-24.59 = 41.523497		078-12-51.12 = -78.214200	
40875		Highway agency district: 2		Owner Town or Township Highway Agency [03]		Maintenance responsibility		Town or Township Highway Agency [03]			
Route 0		T-330		Toll On free road [3]		Features intersected SALT RUN					
Design - main Concrete [1]		Design - approach		Kilometerpoint 0 km = 0.0 mi		Year built 1929		Year reconstructed N/A [0000]			
1 Tee beam [04]		0 Other [00]		Skew angle 0		Structure Flared		Historical significance Historical significance is not determinable at this time. [4]			
Total length 9.4 m = 30.8 ft		Length of maximum span 8.5 m = 27.9 ft		Deck width, out-to-out 8 m = 26.2 ft		Bridge roadway width, curb-to-curb 7.1 m = 23.3 ft					
Inventory Route, Total Horizontal Clearance 7.1 m = 23.3 ft		Curb or sidewalk width - left 0 m = 0.0 ft		Curb or sidewalk width - right 0 m = 0.0 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		Inventory rating	
0.2 km = 0.1 mi				0 metric ton = 0.0 tons	
		Method to determine operating rating		Operating rating	
				0 metric ton = 0.0 tons	
Bridge posting				Design Load MS 18 / HS 20 [5]	

Functional Details

Average Daily Traffic	0	Average daily truck traffi	0	%	Year	2017	Future average daily traffic	0	Year	2037
Road classification	Local (Rural) [09]		Lanes on structure	2		Approach roadway width	4.9 m = 16.1 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	99.99 m = 328.1 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	41000	Roadway improvement cost	266000						
	Length of structure improvement	9 m = 29.5 ft		Total project cost	556000					
	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 - superstructure

Critical [2]

Appraisal ratings -
roadway alignment

Equal to present desirable criteria [8]

Condition ratings - substructure

Imminent Failure [1]

Appraisal ratings -
deck geometry

Somewhat better than minimum adequacy to tolerate being left in place as is [5]

Condition ratings - deck

Fair [5]

Scour

Bridge is scour critical; field review indicates that extensive scour has occurred at bridge foundations. [2]

Channel and channel protection

Bank protection has failed. River control devices have been destroyed. Stream bed aggradation, degradation or lateral movement has changed the channel to now threaten the bridge and/or approach roadway. [3]

Appraisal ratings - water adequacy

Better than present minimum criteria [7]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

39

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

July 2017 [0717]

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

Not needed [N]

Other special inspection date