

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]		Columbia County [037]		Benton [05688]		1.3 MI S OF BENTON BORO		41-10-37.75 = 41.177153		076-23-12.63 = -76.386842	
41159		Highway agency district: 3		Owner State Highway Agency [01]		Maintenance responsibility		State Highway Agency [01]			
Route 254		SR 254		Toll On free road [3]		Features intersected FISHING CREEK					
Design - main Steel [3]		Design - approach		Kilometerpoint 2640.8 km = 1637.3 mi		Year built 1923		Year reconstructed 2001			
1 Truss - Thru [10]		0 Other [00]		Skew angle 0		Structure Flared					
				Historical significance Bridge is not eligible for the NRHP. [5]							
Total length 36 m = 118.1 ft		Length of maximum span 34.4 m = 112.9 ft		Deck width, out-to-out 8.8 m = 28.9 ft		Bridge roadway width, curb-to-curb 7.4 m = 24.3 ft					
Inventory Route, Total Horizontal Clearance 7.4 m = 24.3 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		Monolithic Concrete (concurrently placed with structural deck) [1]									
Deck protection		Epoxy Coated Reinforcing [1]									
Type of membrane/wearing surface											

Weight Limits

Bypass, detour length 5.3 km = 3.3 mi		Method to determine inventory rating		Load Factor(LF) [1]		Inventory rating 34.5 metric ton = 38.0 tons	
		Method to determine operating rating		Load Factor(LF) [1]		Operating rating 56.2 metric ton = 61.8 tons	
Bridge posting		Equal to or above legal loads [5]		Design Load			

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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Good [7]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	Bank and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. [4]		
Appraisal ratings - water adequacy	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	
Pier or abutment protection		Sufficiency rating	61.3
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
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	Inspected feature meets currently acceptable standards. [1]		
Inspection date	May 2018 [0518]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	May 2018 [0518]
Other special inspection	Not needed [N]	Other special inspection date	