HistoricBridges.org - National Bridge Inventory Data Sheet

2014 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]	Lycoming County [081]	McIntyre [46208]	INTER. SR14 @ MARSH HILL	41-28-32.97 = 41.475825	076-58-49.30 = -76.980361

25100 | Highway agency district: 3 | Owner: County Highway Agency [02] | Maintenance responsibility: County Highway Agency [02]

Route: 0 | | T-665 (Cty Br. 106 | Toll: On free road [3] | Features intersected: LYCOMING CREEK

Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi
1	Truss - Thru [10]	0	Other [00]	Year built	1937
				Year reconstructed	1961
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]

Total length	31.7 m = 104.0 ft	Length of maximum span	30.5 m = 100.1 ft	Deck width, out-to-out	6.9 m = 22.6 ft	Bridge roadway width, curb-to-curb	6.1 m = 20.0 ft
Inventory Route, Total Horizontal Clearance	6.1 m = 20.0 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: Open Grating [3]

Type of wearing surface:

Deck protection:

Type of membrane/wearing surface:

Weight Limits

Bypass, detour length: 0.8 km = 0.5 mi

Method to determine inventory rating:

Method to determine operating rating:

Bridge posting: 00.1 - 09.9 % below [4]

Inventory rating: 4.5 metric ton = 5.0 tons

Operating rating: 4.5 metric ton = 5.0 tons

Design Load:

Functional Details

Average Daily Traffic	200	Average daily truck traffi	2 %	Year	2013	Future average daily traffic	310
Year	2035						
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		Minimum vertical clearance over bridge roadway	10 m = 32.8 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

Other structural work, including hydraulic replacements. [38]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	0	Roadway improvement cost	0
Length of structure improvement	32 m = 105.0 ft	Total project cost	0
Year of improvement cost estimate			
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 corrrective action [3]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Fair [5]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]

Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	23.8

Culverts	Not applicable. Used if structure is not a culvert. [N]
Traffic safety features - railings	
Traffic safety features - transitions	
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail ends	

Inspection date	October 2011 [1011]	Designated inspection frequency	12	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	October 2012 [1012]
Other special inspection	Every year [Y12]	Other special inspection date	October 2012 [1012]