

# HistoricBridges.org - National Bridge Inventory Data Sheet

2019 Inventory

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]		Northumberland County [097]		West Cameron [82680]		1.9 MI. N OF LECK KILL		40-44-35.52 = 40.743200		076-37-27.12 = -76.624200	
29388		Highway agency district: 3		Owner County Highway Agency [02]		Maintenance responsibility		County Highway Agency [02]			
Route 0		T-480		Toll On free road [3]		Features intersected MAHANOEY CREEK					
Design - main		Steel [3]		Design - approach		Kilometerpoint 0 km = 0.0 mi					
1		Truss - Thru [10]		0		Other [00]		Year built 1910		Year reconstructed N/A [0000]	
								Skew angle 0		Structure Flared	
								Historical significance Bridge is not eligible for the NRHP. [5]			
Total length		35.1 m = 115.2 ft		Length of maximum span		34.4 m = 112.9 ft		Deck width, out-to-out		4.9 m = 16.1 ft	
								Bridge roadway width, curb-to-curb		4.8 m = 15.7 ft	
Inventory Route, Total Horizontal Clearance		4.8 m = 15.7 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		Method to determine inventory rating		No rating analysis or evaluation perfor		Inventory rating		0 metric ton = 0.0 tons	
1.4 km = 0.9 mi		Method to determine operating rating		No rating analysis or evaluation perfor		Operating rating		0 metric ton = 0.0 tons	
Bridge posting						Design Load			

### Functional Details

Average Daily Traffic	0	Average daily truck traffi	0	%	Year	2012	Future average daily traffic	0	Year	2034
Road classification	Local (Rural) [09]			Lanes on structure	1		Approach roadway width	3.7 m = 12.1 ft		
Type of service on bridge	Highway [1]			Direction of traffic	One lane bridge for 2 - way traffic [3]		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	3.93 m = 12.9 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	8000	Roadway improvement cost	50000
	Length of structure improvement	35 m = 114.8 ft	Total project cost	108000
	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	Imminent Failure [1]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	
Condition ratings - deck			
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	21.3
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	March 2017 [0317]	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	