

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]		Wayne County [127]		Damascus [18104]		DAMASCUS TP SKINNERS FLLS		41-40-10 = 41.6		075-03-32 = -75.0	
631002023007390		Highway agency district: 4		Owner State Highway Agency [01]		Maintenance responsibility		State Highway Agency [01]			
Route 0		SR 1002		Toll On free road [3]		Features intersected DELAWARE RIVER					
Design - main Steel [3]		Design - approach		Kilometerpoint 1674.5 km = 1038.2 mi		Year built 1901		Year reconstructed N/A [0000]			
2 Truss - Thru [10]		0 Other [00]		Skew angle 0		Structure Flared		Historical significance Bridge is possibly eligible for the NRHP. [3]			
Total length 142.3 m = 466.9 ft		Length of maximum span 70.7 m = 232.0 ft		Deck width, out-to-out 5.1 m = 16.7 ft		Bridge roadway width, curb-to-curb 4 m = 13.1 ft					
Inventory Route, Total Horizontal Clearance 4 m = 13.1 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		Wood or Timber [7]									
Deck protection											
Type of membrane/wearing surface											

**Weight Limits**

Bypass, detour length		Method to determine inventory rating		Load Factor(LF) [1]		Inventory rating		7.3 metric ton = 8.0 tons	
1 km = 0.6 mi		Method to determine operating rating		Load Factor(LF) [1]		Operating rating		11.8 metric ton = 13.0 tons	
Bridge posting				Design Load		M 13.5 / H 15 [2]			

### Functional Details

Average Daily Traffic	399	Average daily truck traffi	10	%	Year	2009	Future average daily traffic	554	Year	2029
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	4.9 m = 16.1 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	5 m = 16.4 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	0	Roadway improvement cost	1000						
	Length of structure improvement	142 m = 465.9 ft		Total project cost	4000					
	Year of improvement cost estimate	2009								
	Border bridge - state	Unknown [362]				Border bridge - percent responsibility of other state	50			
	Border bridge - structure number									

## Inspection and Sufficiency

Structure status

Posted for load [P]

Appraisal ratings -  
structural

Basically intolerable requiring high priority of replacement [2]

Condition ratings - superstructure

Serious [3]

Appraisal ratings -  
roadway alignment

Meets minimum tolerable limits to be left in place as is [4]

Condition ratings - substructure

Serious [3]

Appraisal ratings -  
deck geometry

Basically intolerable requiring high priority of replacement [2]

Condition ratings - deck

Fair [5]

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

Superior to present desirable criteria [9]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

15

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 2009 [0309]

Designated inspection frequency

6

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