HistoricBridges.org - National Bridge Inventory Data Sheet

2009 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]	Cambria County [021]	East Conemaugh [20992]	FRANKLIN BOROUGH	40-20-36 = 40.343333	078-53-03 = -78.884167

110271028000000	Highway agency district: 9	Owner: Railroad [27]	Maintenance responsibility: State Highway Agency [01]		
Route: 271		PA 271 FRANK-E.CON	Toll: On free road [3]	Features intersected: RR,BORO ST.,L.CONE.RIVER	
Design - main: Steel [3]		Design - approach: Steel [3]		Kilometerpoint: 1882.1 km = 1166.9 mi	
1	Truss - Thru [10]	8	Mixed types [20]	Year built: 1921	Year reconstructed: 1984
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is not eligible for the NRHP. [5]	

Total length: 228.6 m = 750.0 ft	Length of maximum span: 53 m = 173.9 ft	Deck width, out-to-out: 7.6 m = 24.9 ft	Bridge roadway width, curb-to-curb: 7.3 m = 24.0 ft				
Inventory Route, Total Horizontal Clearance: 7.3 m = 24.0 ft	Curb or sidewalk width - left: 0 m = 0.0 ft	Curb or sidewalk width - right: 1.9 m = 6.2 ft					
Deck structure type: Concrete Cast-in-Place [1]							
Type of wearing surface: Monolithic Concrete (concurrently placed with structural deck) [1]							
Deck protection:							
Type of membrane/wearing surface:							

Weight Limits

Bypass, detour length: 1.6 km = 1.0 mi	Method to determine inventory rating: Load Factor(LF) [1]		Inventory rating: 18.1 metric ton = 19.9 tons		
	Method to determine operating rating: Load Factor(LF) [1]		Operating rating: 46.3 metric ton = 50.9 tons		
	Bridge posting: Equal to or above legal loads [5]		Design Load: M 13.5 / H 15 [2]		

Functional Details

Average Daily Traffic	6293	Average daily truck traffi	9 %	Year	2009	Future average daily traffic	8755
Year	2024						
Road classification	Other Principal Arterial (Urban) [14]	Lanes on structure	2	Approach roadway width	7.3 m = 24.0 ft		
Type of service on bridge	Highway-pedestrian [5]	Direction of traffic	2 - way traffic [2]	Bridge median			
Parallel structure designation	No parallel structure exists. [N]						
Type of service under bridge	Highway-waterway-railroad [8	Lanes under structure	2	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	4 m = 13.1 ft				
Minimum lateral underclearance reference feature	Highway beneath structure [H]						
Minimum lateral underclearance on right	4 m = 13.1 ft	Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	6 m = 19.7 ft	Minimum vertical underclearance reference feature	Highway beneath structure [H]				
Appraisal ratings - underclearances	Superior to present desirable criteria [9]						

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	1000	Roadway improvement cost	2000
Length of structure improvement	286 m = 938.4 ft	Total project cost	8000
Year of improvement cost estimate	2008		
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	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - superstructure	Poor [4]	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	Satisfactory [6]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]

Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	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	June 2009 [0609]	Designated inspection frequency	12	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	