HistoricBridges.org - National Bridge Inventory Data Sheet

2010 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]	Wayne County [127]	Paupack [58480]	PAUPACK TWP 1.4M E SR3031	41-29-45 = 41.495833	075-14-56 = -75.248889

637216036701290 | Highway agency district: 4 | Owner: County Highway Agency [02] | Maintenance responsibility: County Highway Agency [02]

Route: 0 | | BR.29 WANGUM T-367 | Toll: On free road [3] | Features intersected: MIDDLE CREEK

Design - main	Steel [3]	Design - approach	
1	Truss - Thru [10]	0	Other [00]

Kilometerpoint: 0 km = 0.0 mi

Year built: 1903 | Year reconstructed: 1944

Skew angle: 0 | Structure Flared:

Historical significance: Historical significance is not determinable at this time. [4]

Total length: 27.1 m = 88.9 ft | Length of maximum span: 26.8 m = 87.9 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: Wood or Timber [7]

Deck protection:

Type of membrane/wearing surface:

Weight Limits

Bypass, detour length: 0.8 km = 0.5 mi

Method to determine inventory rating: Load Factor(LF) [1]

Method to determine operating rating: Load Factor(LF) [1]

Bridge posting:

Inventory rating: 14.5 metric ton = 16.0 tons

Operating rating: 24.5 metric ton = 27.0 tons

Design Load: M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	65	Average daily truck traffi	3 %	Year	1998	Future average daily traffic	70
Year	1999						
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	4 m = 13.1 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	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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	0	Roadway improvement cost	0
Length of structure improvement	34 m = 111.6 ft	Total project cost	1000
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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructur	Poor [4]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Equal to present desirable criteria [8]
Condition ratings - deck	Satisfactory [6]		

Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]
Channel and channel protection	Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]

Appraisal ratings - water adequacy	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	37.5

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	September 2009 [0909]	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	