

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Pennsylvania [42]		Jefferson County [065]		Clover [14408]		BAXTER		41-08-01.74 = 41.133817		079-09-10.02 = -79.152783	
19738		Highway agency district: 10		Owner State Highway Agency [01]		Maintenance responsibility		State Highway Agency [01]			
Route 0		SR3003		Toll On free road [3]		Features intersected REDBANK CREEK					
Design - main Steel [3]		Design - approach		Kilometerpoint 1996.1 km = 1237.6 mi		Year built 1938		Year reconstructed N/A [0000]			
2		Girder and floorbeam system [03]		0		Other [00]		Skew angle 0		Structure Flared	
						Historical significance Bridge is not eligible for the NRHP. [5]					
Total length 58.5 m = 191.9 ft		Length of maximum span 28.3 m = 92.9 ft		Deck width, out-to-out 7.5 m = 24.6 ft		Bridge roadway width, curb-to-curb 7 m = 23.0 ft					
Inventory Route, Total Horizontal Clearance 7 m = 23.0 ft		Curb or sidewalk width - left 0 m = 0.0 ft		Curb or sidewalk width - right 0 m = 0.0 ft							
Deck structure type		Concrete Cast-in-Place [1]									
Type of wearing surface		Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]									
Deck protection		Epoxy Coated Reinforcing [1]									
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]		Inventory rating 29.9 metric ton = 32.9 tons	
		Method to determine operating rating		Load Factor(LF) [1]		Operating rating 50.8 metric ton = 55.9 tons	
Bridge posting		Equal to or above legal loads [5]		Design Load M 18 / H 20 [4]			

Functional Details

Average Daily Traffic	247	Average daily truck traffi	7 %	Year	2017	Future average daily traffic	252	Year	2032
Road classification	Local (Rural) [09]	Lanes on structure	2	Approach roadway width	7.3 m = 24.0 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	0 m = 0.0 ft			Minimum vertical clearance over bridge roadway	99.99 m = 328.1 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]							
Bridge deck rehabilitation with only incidental widening. [36]	Bridge improvement cost	21000	Roadway improvement cost	61000					
	Length of structure improvement	69 m = 226.4 ft		Total project cost	279000				
	Year of improvement cost estimate								
	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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Poor [4]		

Scour
Countermeasures have been installed to mitigate an existing problem with scour. [7]

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	Meets minimum tolerable limits to be left in place as is [4]	Status evaluation	Structurally deficient [1]
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Pier or abutment protection		Sufficiency rating	71.1
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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
Inspected feature meets currently acceptable standards. [1]

Inspection date
October 2017 [1017]

Designated inspection frequency
24 Months

Underwater inspection
Not needed [N]

Underwater inspection date

Fracture critical inspection
Every two years [Y24]

Fracture critical inspection date
October 2017 [1017]

Other special inspection
Not needed [N]

Other special inspection date