

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]		Forest County [053]		Tionesta [76864]		TIONESTA TOWNSHIP		41-28-16 = 41.471111		079-30-08 = - 79.502222	
270062002000000		Highway agency district 1		Owner State Highway Agency [01]		Maintenance responsibility		State Highway Agency [01]					
Route 62		SR 62,HUNTER STA.		Toll On free road [3]		Features intersected		OVER ALLEGHENY RIVER					
Design - main Steel [3]		Design - approach Steel [3]		Kilometerpoint 75.3 km = 46.7 mi		Year built 1934		Year reconstructed 1971					
4 Truss - Thru [10]		2 Stringer/Multi-beam or girder [02]		Skew angle 30		Structure Flared							
				Historical significance		Historical significance is not determinable at this time. [4]							
Total length 320.3 m = 1050.9 ft		Length of maximum span 84.4 m = 276.9 ft		Deck width, out-to-out 9.7 m = 31.8 ft		Bridge roadway width, curb-to-curb 6.7 m = 22.0 ft							
Inventory Route, Total Horizontal Clearance 6.7 m = 22.0 ft		Curb or sidewalk width - left 0.2 m = 0.7 ft		Curb or sidewalk width - right 2.6 m = 8.5 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 4.3 km = 2.7 mi		Method to determine inventory rating Load Factor(LF) [1]		Inventory rating 14.5 metric ton = 16.0 tons	
		Method to determine operating rating Load Factor(LF) [1]		Operating rating 42.6 metric ton = 46.9 tons			
Bridge posting		Equal to or above legal loads [5]		Design Load		M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	1478	Average daily truck traffi	11	%	Year	2007	Future average daily traffic	2359	Year	2025
Road classification	Principal Arterial - Other (Rural) [02]		Lanes on structure	2		Approach roadway width	6.4 m = 21.0 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	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	4 m = 13.1 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]								
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	0						
	Length of structure improvement	320 m = 1049.9 ft		Total project cost	2000					
	Year of improvement cost estimate	2005								
	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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of replacement [2]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Poor [4]		
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	5.4
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	August 2009 [0809]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	August 2009 [0809]
Other special inspection	Every year [Y12]	Other special inspection date	June 1993 [0693]