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]	Clarion County [031]	Perry [59456]	PARKER	41-06-07 = 41.101944	079-40-53 = -79.681389

160368001000000	Highway agency district	10	Owner	State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]

Route	368	SR0368	Toll	On free road [3]	Features intersected	ALLEGHENY RIV/CONRAIL

Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi
4	Truss - Thru [10]	0	Other [00]	Year built	1934
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]

Total length	347.5 m = 1140.1 ft	Length of maximum span	118.9 m = 390.1 ft	Deck width, out-to-out	7.6 m = 24.9 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	1.5 m = 4.9 ft		

Deck structure type	Concrete Cast-in-Place [1]
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]
Deck protection	Epoxy Coated Reinforcing [1]
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	32.7 metric ton = 36.0 tons
2.9 km = 1.8 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	54.4 metric ton = 59.8 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	2084	Average daily truck traffi	17 %	Year	2008	Future average daily traffic	3458	Year	2023
Road classification	Minor Arterial (Rural) [06]	Lanes on structure	2	Approach roadway width	7 m = 23.0 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	Railroad-waterway [7]	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		Minimum vertical clearance over bridge roadway	4 m = 13.1 ft						
Minimum lateral underclearance reference feature	Railroad beneath structure [R]								
Minimum lateral underclearance on right	0 = N/A	Minimum lateral underclearance on left	0 = N/A						
Minimum Vertical Underclearance	8 m = 26.2 ft	Minimum vertical underclearance reference feature	Railroad beneath structure [R]						
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrrective action [3]								

Repair and Replacement Plans

Type of work to be performed

Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]

Work done by	Work to be done by owner's forces [2]		
Bridge improvement cost	0	Roadway improvement cost	1000
Length of structure improvement	353 m = 1158.2 ft	Total project cost	2000
Year of improvement cost estimate	2002		
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 - superstructur	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
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	Superior to present desirable criteria [9]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	53.1
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inpected feature meets currently acceptable standards. [1]		
Inspection date	June 2009 [0609]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	June 2009 [0609]
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	June 2009 [0609]
Other special inspection	Not needed [N]	Other special inspection date	