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 Informat	ntion										39-53-30 =	080-28-33 = -
Pennsylvania [42] Greene County [059]			Richhil	Richhill [64512] RICHHILL TOWNSH			HIP		39.891667	80.475833		
300021006009910 Highway agency district			trict 12	Owne	Owner State Highway Agency [01] Maintenance			ce responsibility	State Highway	Agency [01]		
Route 21 SR 0021				Toll On free road [3] Features intersected NORTH FO				FORK WHEELING (CK.			
Design - main Concrete [1] Arch - Deck [11]				orsign - proach Other [00]			Year built Skew angl	kew angle 15 Structure Flared				
Historical significance Bridge is not eligible for the NRHP. [5] Total length 17.7 m = 58.1 ft Length of maximum span 14.6 m = 47.9 ft Deck width, out-to-out 12.7 m = 41.7 ft Bridge roadway width, curb-to-curb 9.1 m = 29.9 ft Inventory Route, Total Horizontal Clearance 9.1 m = 29.9 ft Curb or sidewalk width - left 1.5 m = 4.9 ft Curb or sidewalk width - right												
Deck structure type Concrete Cast-in-Place				n-Place [1]								
Type of wearing surface Bituminous [6]												
Deck protection												
Type of membrane/wearing surface												
Weight Limits	}											
3.	Bypass, detour length 0.8 km = 0.5 mi Method to determ				_	No rating analysis performed [5] No rating analysis performed [5]			nventory rating Operating rating		n = 42.9 tons ton = 71.8 tons	
Bridge posting Equal to or above legal loads [5]				s [5]			Design Load M 13.5 / H 15 [2]					

Functional Details								
Average Daily Traffic 1526 Average daily to	ruck traffi 14 % Year 2008 Future average daily traffic	c 2033 Year 2013						
Road classification Minor Arterial (Rural) [06]	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	e exists. [N]							
Type of service under bridge Waterway [5]	Lanes under structure 0 Navigation control							
Navigation vertical clearance 0 = N/A Navigation horizontal clearance 0 = N/A								
Minimum navigation vertical clearance, vertical lift bridge 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]								
Danair and Danlacement Dlanc								
Repair and Replacement Plans	W							
Type of work to be performed	Work done by Work to be done by contract [1]							
Other structural work, including hydraulic replacements. [38]	Bridge improvement cost 0 Roadway i	improvement cost 0						
ropidosinono. [co]	Length of structure improvement 22.6 m = 74.2 ft	Total project cost 0						
	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 res	striction [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	Better than present minimum criteria [7]						
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as						
Condition ratings - deck	Not Applicable [N]		is [5]						
Scour	Bridge foundations determine	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]							
Channel and channel protection	Bank protection is being erode channel. [5]	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]							
Appraisal ratings - water adequace	Superior to present desirable	criteria [9]	Status evaluation						
Pier or abutment protection			Sufficiency rating 81.6						
Culverts Not applicable. Used	if structure is not a culvert. [N]								
Traffic safety features - railings									
Traffic safety features - transition	ns								
Traffic safety features - approach	n guardrail								
Traffic safety features - approach guardrail ends Inpected feature meets currently acceptable standards. [1]									
Inspection date August 2008	[0808] Designated inspe	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]	eded [N] Other special inspection date							