

The National Bridge Inventory contains data submitted by state transportation 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]		Greene County [059]		Morgan [50992]	MORGAN & JEFFERSON TWP.		39-56-45 = 39.945833	080-02-24 = - 80.040000
307213059720220		Highway agency district	12	Owner	County Highway Agency [02]		Maintenance responsibility County Highway Agency [02]	
Route	#Num!	TOWNSHIP ROAD 597		Toll	On free road [3]		Features intersected TEN MILE CREEK	
Design - main	Steel [3]		Design - approach			Kilometerpoint	0 km = 0.0 mi	
	1	Truss - Thru [10]		0	Other [00]	Year built	1918	Year reconstructed
				Skew angle	0	Structure Flared		
				Historical significance	Historical significance is not determinable at this time. [4]			
Total length	49.4 m = 162.1 ft		Length of maximum span	48.8 m = 160.1 ft		Deck width, out-to-out	4.8 m = 15.7 ft	
Inventory Route, Total Horizontal Clearance		4.6 m = 15.1 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	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	4.5 metric ton = 5.0 tons
0.6 km = 0.4 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	6.4 metric ton = 7.0 tons
	Bridge posting		Design Load	

### Functional Details

Average Daily Traffic	15	Average daily truck traffi	0	%	Year	1993	Future average daily traffic	150	Year	2009
Road classification	Local (Rural) [09]		Lanes on structure	2		Approach roadway width	4.3 m = 14.1 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	4.27 m = 14.0 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	59.1 m = 193.9 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	<input type="text" value="Posted for load [P]"/>	Appraisal ratings - structural	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - superstructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Fair [5]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Superior to present desirable criteria [9]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="27.5"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="October 2008 [1008]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Not needed [N]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>