

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]		Fulton County [057]		Dublin [20112]		NEAR FORT LITTLETON INTG		40-02-44.02 = 40.045561		077-57-59.79 = -77.966608	
17967		Highway agency district: 9		Owner State Toll Authority [31]		Maintenance responsibility		State Toll Authority [31]			
Route 522		US 522 (LR 193)		Toll On free road [3]		Features intersected PA TPK (I-76)					
Design - main Steel [3]		Design - approach		Kilometerpoint 4771.2 km = 2958.1 mi		Year built 1939		Year reconstructed 1991			
1 Girder and floorbeam system [03]		0 Other [00]		Skew angle 47		Structure Flared					
Historical significance Bridge is not eligible for the NRHP. [5]											
Total length 37.2 m = 122.1 ft		Length of maximum span 36 m = 118.1 ft		Deck width, out-to-out 8 m = 26.2 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 0.2 m = 0.7 ft							
Deck structure type		Concrete Cast-in-Place [1]									
Type of wearing surface		Latex Concrete or similar additive [3]									
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		49.9 metric ton = 54.9 tons	
4 km = 2.5 mi		Method to determine operating rating		Load Factor(LF) [1]		Operating rating		83.5 metric ton = 91.9 tons	
Bridge posting		Equal to or above legal loads [5]		Design Load		MS 18 / HS 20 [5]			

Functional Details

Average Daily Traffic	3699	Average daily truck traffi	9	%	Year	2018	Future average daily traffic	3911	Year	2030
Road classification	Principal Arterial - Other (Rural) [02]			Lanes on structure	2	Approach roadway width	7.6 m = 24.9 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	Highway, with or without ped		Lanes under structure	4	Navigation control	Not applicable, no waterway. [N]				
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	Highway beneath structure [H]									
Minimum lateral underclearance on right	3 m = 9.8 ft				Minimum lateral underclearance on left	1.2 m = 3.9 ft				
Minimum Vertical Underclearance	4.38 m = 14.4 ft			Minimum vertical underclearance reference feature	Highway beneath structure [H]					
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrective action [3]									

Repair and Replacement Plans

Type of work to be performed	Work done by	Work to be done by contract [1]								
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	51000	Roadway improvement cost	151000						
	Length of structure improvement	47 m = 154.2 ft		Total project cost	691000					
	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	Equal to present minimum criteria [6]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		
Scour	Bridge not over waterway. [N]		
Channel and channel protection	Not applicable. [N]		
Appraisal ratings - water adequacy	N/A [N]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	65.5
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions			
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	November 2016 [1116]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	November 2016 [1116]
Other special inspection	Not needed [N]	Other special inspection date	