

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]		Washington County [125]		East Finley [21144]		500' WEST OF SR 3035		40-00-06 = 40.001667		080-24-59 = - 80.416389	
627210030740220		Highway agency district 12		Owner County Highway Agency [02]		Maintenance responsibility		County Highway Agency [02]			
Route 0		E. FINLEY BR# 22		Toll On free road [3]		Features intersected ROCKY RUN/WHEELING CREEK					
Design - main Steel [3]		Design - approach		Kilometerpoint 0 km = 0.0 mi		Year built 1903		Year reconstructed N/A [0000]			
1 Truss - Thru [10]		0 Other [00]		Skew angle 0		Structure Flared		Historical significance Historical significance is not determinable at this time. [4]			
Total length 13.4 m = 44.0 ft		Length of maximum span 12.8 m = 42.0 ft		Deck width, out-to-out 3.6 m = 11.8 ft		Bridge roadway width, curb-to-curb 3.1 m = 10.2 ft					
Inventory Route, Total Horizontal Clearance 3.1 m = 10.2 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											
Deck protection											
Type of membrane/wearing surface											

Weight Limits

Bypass, detour length 0.5 km = 0.3 mi		Method to determine inventory rating		Load Factor(LF) [1]		Inventory rating 6.4 metric ton = 7.0 tons	
		Method to determine operating rating		Load Factor(LF) [1]		Operating rating 10 metric ton = 11.0 tons	
Bridge posting				Design Load		M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

Year of improvement cost estimate

Border bridge - state Border bridge - percent responsibility of other state

Border bridge - structure number

Inspection and Sufficiency

Structure status

Posted for load [P]

Appraisal ratings -
structural

Basically intolerable requiring high priority of corrective action [3]

Condition ratings - superstructure

Poor [4]

Appraisal ratings -
roadway alignment

Somewhat better than minimum adequacy to tolerate being left in place as is [5]

Condition ratings - substructure

Fair [5]

Appraisal ratings -
deck geometry

Basically intolerable requiring high priority of replacement [2]

Condition ratings - deck

Fair [5]

Scour

Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]

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

Better than present minimum criteria [7]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

20

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

September 2009 [0909]

Designated inspection frequency

24

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every two years [Y24]

Fracture critical inspection date

September 2009 [0909]

Other special inspection

Not needed [N]

Other special inspection date