

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]		Allegheny County [003]		Wall [80600]	P09203 WALL BOROUGH		40-23-39 = 40.394167	079-47-52 = - 79.797778
2708	Highway agency district	11	Owner	Railroad [27]	Maintenance responsibility	Railroad [27]		
Route	0	SPRING HILL RD	Toll	On free road [3]	Features intersected	N-S RR/R-R ST/CREEK		
Design - main	Steel [3]	Design - approach	Concrete [1]	Kilometerpoint	0 km = 0.0 mi			
2	Girder and floorbeam system [03]	1	Slab [01]	Year built	1915	Year reconstructed	N/A [0000]	
				Skew angle	0	Structure Flared		
				Historical significance	Bridge is not eligible for the NRHP. [5]			
Total length	81.7 m = 268.1 ft		Length of maximum span	36.6 m = 120.1 ft		Deck width, out-to-out	7.6 m = 24.9 ft	
Inventory Route, Total Horizontal Clearance	7.3 m = 24.0 ft		Curb or sidewalk width - left	0 m = 0.0 ft		Curb or sidewalk width - right	1.8 m = 5.9 ft	
Deck structure type	Concrete Cast-in-Place [1]							
Type of wearing surface	Other [9]							
Deck protection								
Type of membrane/wearing surface								

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	0 metric ton = 0.0 tons
0.3 km = 0.2 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	0 metric ton = 0.0 tons
Bridge posting	30.0 - 39.9 % below [1]		Design Load	

Functional Details

Average Daily Traffic	2002	Average daily truck traffi	5	%	Year	2005	Future average daily traffic	2200	Year	2025
Road classification	Local (Urban) [19]		Lanes on structure	2		Approach roadway width	7.3 m = 24.0 ft			
Type of service on bridge	Highway-pedestrian [5]		Direction of traffic	One lane bridge for 2 - way traffic [3]		Bridge median				
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Highway-waterway-railroad [Lanes under structure	1		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	10 m = 32.8 ft			
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	99.9 = Unlimited					Minimum lateral underclearance on left	0 = N/A			
Minimum Vertical Underclearance	6 m = 19.7 ft		Minimum vertical underclearance reference feature	Highway beneath structure [H]						
Appraisal ratings - underclearances	Superior to present desirable criteria [9]									

Repair and Replacement Plans

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 improvement cost	0	
	Length of structure improvement	82 m = 269.0 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="Bridge closed to all traffic [K]"/>	Appraisal ratings - structural	<input type="text"/>
Condition ratings - superstructure	<input type="text" value="Poor [4]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - substructure	<input type="text" value="Critical [2]"/>	Appraisal ratings - deck geometry	<input type="text" value="N/A [N]"/>
Condition ratings - deck	<input type="text" value="Imminent Failure [1]"/>		
Scour	<input type="text" value="Bridge foundations (including piles) on dry land well above flood water elevations. [9]"/>		
Channel and channel protection	<input type="text" value="Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]"/>		
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="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 2012 [1012]"/>	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="Every year [Y12]"/>	Fracture critical inspection date	<input type="text" value="October 2012 [1012]"/>
Other special inspection	<input type="text" value="Every year [Y12]"/>	Other special inspection date	<input type="text" value="October 2012 [1012]"/>