

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] | West Brownsville [82616] | OLD BROWNSVILLE BRIDGE | 40-01-20 = 40.022222 | 079-53-24 = - 79.890000 |
| 622067001000000 | Highway agency district 12 | Owner State Highway Agency [01] | Maintenance responsibility State Highway Agency [01] | | |
| Route 0 | SR 2067 | Toll On free road [3] | Features intersected NS R/R, MON, CITY ST | | |
| Design - main Steel [3] | Design - approach Steel [3] | Kilometerpoint 0 km = 0.0 mi | Year built 1913 | Year reconstructed 1987 | |
| 1 Truss - Thru [10] | 7 Mixed types [20] | Skew angle 0 | Structure Flared Yes, flared [1] | | |
| | | Historical significance | Bridge is on the NRHP. [1] | | |
| Total length 288 m = 944.9 ft | Length of maximum span 158.5 m = 520.0 ft | Deck width, out-to-out 7.8 m = 25.6 ft | Bridge roadway width, curb-to-curb 6.9 m = 22.6 ft | | |
| Inventory Route, Total Horizontal Clearance 6.9 m = 22.6 ft | Curb or sidewalk width - left 1.8 m = 5.9 ft | Curb or sidewalk width - right 0 m = 0.0 ft | | | |
| Deck structure type | Concrete Cast-in-Place [1] | | | | |
| Type of wearing surface | Integral Concrete (separate non-modified layer of concrete added to structural deck) [2] | | | | |
| Deck protection | Unknown [8] | | | | |
| Type of membrane/wearing surface | Unknown [8] | | | | |

| Weight Limits | | | | |
|---------------------------------------|--------------------------------------|-----------------------------------|------------------|-----------------------------|
| Bypass, detour length 0.5 km = 0.3 mi | Method to determine inventory rating | Load Factor(LF) [1] | Inventory rating | 34.5 metric ton = 38.0 tons |
| | Method to determine operating rating | Load Factor(LF) [1] | Operating rating | 58.1 metric ton = 63.9 tons |
| | Bridge posting | Equal to or above legal loads [5] | Design Load | M 13.5 / H 15 [2] |

Functional Details

| | | | | | | | | | | |
|---|--|----------------------------|-----------------------|---|--|------------------------|--|------|------|------|
| Average Daily Traffic | 2749 | Average daily truck traffi | 3 | % | Year | 2008 | Future average daily traffic | 3500 | Year | 1984 |
| Road classification | Minor Arterial (Urban) [16] | | Lanes on structure | 2 | | Approach roadway width | 11.6 m = 38.1 ft | | | |
| Type of service on bridge | Highway-pedestrian [5] | | Direction of traffic | 2 - way traffic [2] | | 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 control on waterway (bridge permit required). [1] | | | |
| Navigation vertical clearanc | 591 m = 1939.1 ft | | | Navigation horizontal clearance | 5597 m = 18363.8 ft | | | | | |
| Minimum navigation vertical clearance, vertical lift bridge | | | | Minimum vertical clearance over bridge roadway | 6 m = 19.7 ft | | | | | |
| Minimum lateral underclearance reference feature | Highway beneath structure [H] | | | | | | | | | |
| Minimum lateral underclearance on right | 0 = N/A | | | | Minimum lateral underclearance on left | 0 = N/A | | | | |
| Minimum Vertical Underclearance | 5 m = 16.4 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] | | | | | | | | |
| Other structural work, including hydraulic replacements. [38] | Bridge improvement cost | 0 | Roadway improvement cost | 0 | | | | | | |
| | Length of structure improvement | 288 m = 944.9 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="Open, no restriction [A]"/> | Appraisal ratings - structural | <input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/> |
| Condition ratings - superstructure | <input type="text" value="Fair [5]"/> | Appraisal ratings - roadway alignment | <input type="text" value="Equal to present desirable criteria [8]"/> |
| Condition ratings - substructure | <input type="text" value="Good [7]"/> | Appraisal ratings - deck geometry | <input type="text" value="Basically intolerable requiring high priority of replacement [2]"/> |
| Condition ratings - deck | <input type="text" value="Good [7]"/> | | |
| Scour | <input type="text" value="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/> | | |
| 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="Functionally obsolete [2]"/> |
| Pier or abutment protection | <input type="text" value="Navigation protection not required [1]"/> | Sufficiency rating | <input type="text" value="57.9"/> |
| Culverts | <input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/> | | |
| Traffic safety features - railings | <input type="text" value="Inspected feature meets currently acceptable standards. [1]"/> | | |
| 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="August 2009 [0809]"/> | 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"/> |