

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]		Indiana County [063]		Clymer [14520]		CLYMER BORO TRUSS		40-40-08 = 40.6		079-00-48 = -79.0	
320403056005300		Highway agency district: 10		Owner State Highway Agency [01]		Maintenance responsibility		State Highway Agency [01]			
Route 403		SR0403		Toll On free road [3]		Features intersected TWO LICK CREEK					
Design - main Steel [3]		Design - approach		Kilometerpoint 4457.2 km = 2763.5 mi		Year built 1934		Year reconstructed N/A [0000]			
1 Truss - Thru [10]		0 Other [00]		Skew angle 0		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 10.7 m = 35.1 ft		Bridge roadway width, curb-to-curb 9.8 m = 32.2 ft					
Inventory Route, Total Horizontal Clearance 9.8 m = 32.2 ft		Curb or sidewalk width - left 1.5 m = 4.9 ft		Curb or sidewalk width - right 1.5 m = 4.9 ft							
Deck structure type		Concrete Cast-in-Place [1]									
Type of wearing surface		Bituminous [6]									
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 21.8 metric ton = 24.0 tons	
		Method to determine operating rating		Load Factor(LF) [1]		Operating rating 36.3 metric ton = 39.9 tons	
Bridge posting 20.0 - 29.9 % below [2]				Design Load		M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	3474	Average daily truck traffi	9	%	Year	2008	Future average daily traffic	5431	Year	2021
Road classification	Major Collector (Rural) [07]	Lanes on structure	2	Approach roadway width	9.8 m = 32.2 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	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			Minimum vertical clearance over bridge roadway	10 m = 32.8 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	1000						
	Length of structure improvement	76 m = 249.4 ft		Total project cost	3000					
	Year of improvement cost estimate	2002								
	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="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - superstructure	<input type="text" value="Poor [4]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Serious [3]"/>	Appraisal ratings - deck geometry	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - deck	<input type="text" value="Serious [3]"/>		
Scour	<input type="text" value="Bridge is scour critical; bridge foundations determined to be unstable. [3]"/>		
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="Basically intolerable requiring high priority of corrective action [3]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="32.4"/>
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="November 2008 [1108]"/>	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="Unknown [N00]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>