HistoricBridges.org - National Bridge Inventory Data Sheet

2010 Inventory

The National Bridge Inventory contains data submitted by state transportion 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]	Coal Center [14568]	100' FROM MON RIVER	40-04-09 = 40.069167	079-53-49 = -79.896944

627401900040010	Highway agency district 12	Owner	County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]

Route	#Num!	COAL CENTER BRIDGE	Toll	On free road [3]	Features intersected PIKE RUN

Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi
1	Truss - Thru [10]	0	Other [00]	Year built 1887	Year reconstructed 1984
				Skew angle 0	Structure Flared
				Historical significance	Historical significance is not determinable at this time. [4]

Total length	32.6 m = 107.0 ft	Length of maximum span	30.8 m = 101.1 ft	Deck width, out-to-out	4.9 m = 16.1 ft	Bridge roadway width, curb-to-curb	4.2 m = 13.8 ft
Inventory Route, Total Horizontal Clearance	4.2 m = 13.8 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	1.3 m = 4.3 ft		

Deck structure type	Open Grating [3]
Type of wearing surface	
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	11.8 metric ton = 13.0 tons	
0.1 km = 0.1 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	18.1 metric ton = 19.9 tons	
	Bridge posting		Design Load		

Functional Details

Average Daily Traffic	500	Average daily truck traffi	0 %	Year	1993	Future average daily traffic	3000
Year	1990						
Road classification	Local (Urban) [19]	Lanes on structure	1	Approach roadway width	4.3 m = 14.1 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	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	0 m = 0.0 ft	Minimum vertical clearance over bridge roadway	4 m = 13.1 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

Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]

Work done by	Work to be done by owner's forces [2]		
Bridge improvement cost	0	Roadway improvement cost	0
Length of structure improvement	39 m = 128.0 ft	Total project cost	0
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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructur	Fair [5]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of replacement [2]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		

Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]
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	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	32.5

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	July 2009 [0709]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Every two years [Y24]	Other special inspection date	July 2009 [0709]