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							40-23-35 =	080-06-42 = -
Pennsylvania [42]	Illegheny County [00	[003] Collier [15216]		1/4 MI. WEST OF 3048			40-23-33 = 40.393056	80.111667
023117002010560 Highway agency district 11			Owner State Highway Agency [01] Maintenance responsibility			State Highway Ago	ency [01]	
Route 0	DORR	INGTON RD	Toll On fre	ee road [3]	Features intersed	cted ROBINSON	RUN	
Design - Aluminum, Wilron [9] 1 Truss - Thru [rought Iron or Cast	Design - approach O Other	r [00]	Kilometerpoint Year built 1888 Skew angle 0 Historical significa	Structure F	lared	[0000] not determinable at tl	nis time. [4]
Historical significance Historical significance is not determinable at this time. [4] Total length 18.3 m = 60.0 ft Length of maximum span 16.8 m = 55.1 ft Deck width, out-to-out 5.8 m = 19.0 ft Bridge roadway width, curb-to-curb 4.8 m = 15.7 ft Inventory Route, Total Horizontal Clearance 4.8 m = 15.7 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft								
Type of wearing surface Bituminous [6]		ood or Timber [8] tuminous [6]						
Deck protection Type of membrane/wearing surface								
Weight Limits								
Bypass, detour length $0.5 \text{ km} = 0.3 \text{ mi}$ Method to determine inventory rating Method to determine operating rating		`		Inventory rating 10 metric ton = 11.0 tons Operating rating 15.4 metric ton = 16.9 tons				
Bridge posting 20.0 - 29.9 % below [2]					Design Load M 1	3.5 / H 15 [2]		

Functional Details								
Average Daily Traffic 675 Average daily tr	uck traffi 5 % Year 2010 Future average daily traffic 1600 Year 2022							
Road classification Local (Urban) [19]	Lanes on structure 1 Approach roadway width 6.4 m = 21.0 ft							
Type of service on bridge Highway [1]	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 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 improvement cost 0 Roadway improvement cost 0							
bridge roadway geometry. [31]	Length of structure improvement 23 m = 75.5 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 Posted for load [P]		Appraisal ratings - structural	Basically intolerable requiring high priority of replacement [2]						
Condition ratings - superstructur Poor [4]		Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]						
Condition ratings - substructure	Poor [4]	Appraisal ratings -	Basically intolerable requiring high priority of corrrective action [3]						
Condition ratings - deck	Poor [4]	deck geometry							
Scour	Bridge is scour critical; bridge	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 adequac	Better than present minimum	criteria [7]	Status evaluation	Structurally deficient [1]					
Pier or abutment protection				14.1					
Culverts Not applicable. Used	if structure is not a culvert. [N]								
Traffic safety features - railings									
Traffic safety features - transition	ns								
Traffic safety features - approach	n guardrail								
Traffic safety features - approach	n guardrail ends								
Inspection date October 2009 [1009] Designated inspection frequency 12 Months									
Underwater inspection Every two years [Y24]		Underwater inspec	oction date October 2009	[1009]					
Fracture critical inspection	Not needed [N]	Fracture critical ins	spection date						
Other special inspection	Not needed [N]	Other special inspe	ection date						