

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]	Crawford County [039]	Athens [03408]	.5 M.NW SR0077 ATHENS TWP	41-45-00 = 41.750000	079-54-28 = - 79.907778
207201077630020	Highway agency district 1	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	T-776, EDDIE ROAD	Toll On free road [3]	Features intersected OVER MUDDY CREEK		
Design - main Steel [3]	Design - approach	Kilometerpoint 0 km = 0.0 mi	Year built 1895	Year reconstructed 1996	
1 Truss - Thru [10]	0 Other [00]	Skew angle 0	Structure Flared		
		Historical significance Historical significance is not determinable at this time. [4]			
Total length 19.8 m = 65.0 ft	Length of maximum span 19.2 m = 63.0 ft	Deck width, out-to-out 4.3 m = 14.1 ft	Bridge roadway width, curb-to-curb 3.4 m = 11.2 ft		
Inventory Route, Total Horizontal Clearance 3.4 m = 11.2 ft	Curb or sidewalk width - left 0.4 m = 1.3 ft	Curb or sidewalk width - right 0.4 m = 1.3 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length 0.5 km = 0.3 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	0.9 metric ton = 1.0 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	5.4 metric ton = 5.9 tons
	Bridge posting		Design Load	

### Functional Details

Average Daily Traffic	250	Average daily truck traffi	0	%	Year	2002	Future average daily traffic	350	Year	2022
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	3.4 m = 11.2 ft					
Type of service on bridge	Highway [1]	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	0 m = 0.0 ft			Minimum vertical clearance over bridge roadway	99.99 m = 328.1 ft					
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	99.9 = Unlimited				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	251000	Roadway improvement cost	266000						
	Length of structure improvement	185.9 m = 609.9 ft		Total project cost	710000					
	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

Posted for load [P]

Appraisal ratings -  
structural

Basically intolerable requiring high priority of replacement [2]

Condition ratings - superstructure

Poor [4]

Appraisal ratings -  
roadway alignment

Better than present minimum criteria [7]

Condition ratings - substructure

Poor [4]

Appraisal ratings -  
deck geometry

Basically intolerable requiring high priority of replacement [2]

Condition ratings - deck

Fair [5]

Scour

Bridge is scour critical; field review indicates that extensive scour has occurred at bridge foundations. [2]

Channel and channel protection

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

Equal to present desirable criteria [8]

Status evaluation

Pier or abutment protection

Sufficiency rating

20.2

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

November 2002 [1102]

Designated inspection frequency

24

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every two years [Y24]

Fracture critical inspection date

November 2002 [1102]

Other special inspection

Not needed [N]

Other special inspection date