

# HistoricBridges.org - National Bridge Inventory Data Sheet

2010 Inventory

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]		Westmoreland County [129]		South Huntingdon [7225]		SMITHTON HI-LEVEL BRIDGE		40-09-41 = 40.161389		079-45-36 = - 79.760000	
640070047400000		Highway agency district 12		Owner State Highway Agency [01]		Maintenance responsibility		State Highway Agency [01]			
Route 70	East [2]	SR 0070		Toll	On free road [3]		Features intersected CSXT R/R, TWP RD, YOUGH				
Design - main 6	Steel continuous [4]		Design - approach 2	Steel [3]		Kilometerpoint 1082.4 km = 671.1 mi		Year built 1956		Year reconstructed 2002	
	Truss - Deck [09]			Girder and floorbeam system [03]		Skew angle 0		Structure Flared			
				Historical significance		Bridge is not eligible for the NRHP. [5]					
Total length 413 m = 1355.1 ft		Length of maximum span 87.8 m = 288.1 ft		Deck width, out-to-out 21 m = 68.9 ft		Bridge roadway width, curb-to-curb 19.5 m = 64.0 ft					
Inventory Route, Total Horizontal Clearance 7.3 m = 24.0 ft		Curb or sidewalk width - left 0.2 m = 0.7 ft		Curb or sidewalk width - right 0.2 m = 0.7 ft							
Deck structure type		Concrete Cast-in-Place [1]									
Type of wearing surface		Monolithic Concrete (concurrently placed with structural deck) [1]									
Deck protection		Epoxy Coated Reinforcing [1]									
Type of membrane/wearing surface											

## Weight Limits

Bypass, detour length 19.9 km = 12.3 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	27.2 metric ton = 29.9 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	46.3 metric ton = 50.9 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]

## Functional Details

Average Daily Traffic	16361	Average daily truck traffi	29	%	Year	2008	Future average daily traffic	50000	Year	2025
Road classification	Principal Arterial - Interstate (Urban) [11]		Lanes on structure	4		Approach roadway width	21 m = 68.9 ft			
Type of service on bridge	Highway [1]		Direction of traffic	2 - way traffic [2]		Bridge median	Closed median with non-mountable bar			
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Highway-waterway-railroad [		Lanes under structure	2		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	Highway beneath structure [H]									
Minimum lateral underclearance on right	0 = N/A					Minimum lateral underclearance on left	0 = N/A			
Minimum Vertical Underclearance	9 m = 29.5 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

Bridge improvement cost

0

Roadway improvement cost

0

Length of structure improvement

0 m = 0.0 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	Open, no restriction [A]	Appraisal ratings - structural	Equal to present minimum criteria [6]
Condition ratings - superstructure	Good [7]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Good [7]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]		
Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	
Pier or abutment protection		Sufficiency rating	66.1
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	September 2007 [0907]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	September 2009 [0909]
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	