

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] Beaver County [007] Koppel [40400] KOPPEL BRIDGE 40-50-24 = 40.840000 080-19-05 = - 80.318056  
 040351016000000 Highway agency district 11 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]  
 Route 351 KOPPEL BR Toll On free road [3] Features intersected CSX , N & SRR,&BEAVER RI  
 Design - main Steel [3] Design - approach Steel [3] Kilometerpoint 1263.3 km = 783.2 mi  
 7 Truss - Deck [09] 5 Stringer/Multi-beam or girder [02] Year built 1915 Year reconstructed 1994  
 Skew angle 99 Structure Flared  
 Historical significance Bridge is not eligible for the NRHP. [5]  
 Total length 367.6 m = 1206.1 ft Length of maximum span 67.4 m = 221.1 ft Deck width, out-to-out 9.4 m = 30.8 ft Bridge roadway width, curb-to-curb 7.3 m = 24.0 ft  
 Inventory Route, Total Horizontal Clearance 7.3 m = 24.0 ft Curb or sidewalk width - left 0.3 m = 1.0 ft Curb or sidewalk width - right 0.8 m = 2.6 ft  
 Deck structure type Closed Grating [4]  
 Type of wearing surface Bituminous [6]  
 Deck protection  
 Type of membrane/wearing surface

**Weight Limits**

Bypass, detour length 1.9 km = 1.2 mi Method to determine inventory rating Allowable Stress(AS) [2] Inventory rating 2.7 metric ton = 3.0 tons  
 Method to determine operating rating Allowable Stress(AS) [2] Operating rating 32.7 metric ton = 36.0 tons  
 Bridge posting 10.0 - 19.9 % below [3] Design Load M 13.5 / H 15 [2]

### Functional Details

Average Daily Traffic	6371	Average daily truck traffi	5	%	Year	2009	Future average daily traffic	8870	Year	2024
Road classification	Other Principal Arterial (Urban) [14]		Lanes on structure	2		Approach roadway width	9.1 m = 29.9 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	Railroad-waterway [7]		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	Railroad beneath structure [R]									
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	Railroad beneath structure [R]						
Appraisal ratings - underclearances	Basically intolerable requiring high priority of replacement [2]									

### 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	1000	Roadway improvement cost	3000						
	Length of structure improvement	368 m = 1207.4 ft		Total project cost	14000					
	Year of improvement cost estimate									
	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 replacement [2]"/>
Condition ratings - superstructure	<input type="text" value="Poor [4]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Better than present minimum criteria [7]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
Scour	<input type="text" value="Countermeasures have been installed to mitigate an existing problem with scour. [7]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Superior to present desirable criteria [9]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="3"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - transitions	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="November 2009 [1109]"/>	Designated inspection frequency	<input type="text" value="12"/> Months
Underwater inspection	<input type="text" value="Unknown [Y60]"/>	Underwater inspection date	<input type="text" value="November 2004 [1104]"/>
Fracture critical inspection	<input type="text" value="Not needed [N]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>