

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Pennsylvania [42] Westmoreland County [129] West Leechburg [83328] WEST LEECHBURG BRIDGE 40-37-30 = 40.625000 079-36-32 = - 79.608889
 644093002010400 Highway agency district 12 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]
 Route 0 SR 4093 Toll On free road [3] Features intersected KISKIMINETAS & NS R/R
 Design - main Steel [3] Design - approach Steel [3] Kilometerpoint 103.8 km = 64.4 mi
 1 Truss - Thru [10] 4 Girder and floorbeam system [03] Year built 1935 Year reconstructed 1984
 Skew angle 0 Structure Flared
 Historical significance Bridge is not eligible for the NRHP. [5]
 Total length 203.9 m = 669.0 ft Length of maximum span 103.6 m = 339.9 ft Deck width, out-to-out 13.1 m = 43.0 ft Bridge roadway width, curb-to-curb 9.8 m = 32.2 ft
 Inventory Route, Total Horizontal Clearance 9.8 m = 32.2 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 2 m = 6.6 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 1.6 km = 1.0 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 45.4 metric ton = 49.9 tons
 Bridge posting Equal to or above legal loads [5] Design Load M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	11610	Average daily truck traffi	9	%	Year	2010	Future average daily traffic	24444	Year	2013
Road classification	Minor Arterial (Urban) [16]		Lanes on structure	3		Approach roadway width	9.8 m = 32.2 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	5 m = 16.4 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	7 m = 23.0 ft		Minimum vertical underclearance reference feature	Railroad beneath structure [R]						
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	Work to be done by owner's forces [2]		
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	0	Roadway improvement cost	0
	Length of structure improvement	209 m = 685.7 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	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
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="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Superior to present desirable criteria [9]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="47.1"/>
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"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="June 2009 [0609]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
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"/>