

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]		Clinton County [035]		Bald Eagle [03912]		FLEMINGTON		41-07-13.04 = 41.120289		077-28-23.75 = -77.473264	
12167		Highway agency district: 2		Owner State Highway Agency [01]		Maintenance responsibility		State Highway Agency [01]			
Route 150		SR 150-PA 150		Toll On free road [3]		Features intersected BALD EAGLE CREEK					
Design - main Steel [3]		Design - approach		Kilometerpoint 1141 km = 707.4 mi		Year built 1933		Year reconstructed 1982			
1 Truss - Thru [10]		0 Other [00]		Skew angle 0		Structure Flared		Historical significance Bridge is not eligible for the NRHP. [5]			
Total length 62.5 m = 205.1 ft		Length of maximum span 61.9 m = 203.1 ft		Deck width, out-to-out 7.6 m = 24.9 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 m = 0.0 ft		Curb or sidewalk width - right 1.7 m = 5.6 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 1.3 km = 0.8 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	14106	Average daily truck traffi	3	%	Year	2018	Future average daily traffic	20671	Year	2038
Road classification	Minor Arterial (Urban) [16]		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	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	4.51 m = 14.8 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 roadway geometry. [31]	Bridge improvement cost	129000	Roadway improvement cost	380000						
	Length of structure improvement	62 m = 203.4 ft		Total project cost	1743000					
	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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		
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	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	44.9
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	Inspected feature meets currently acceptable standards. [1]		
Inspection date	March 2017 [0317]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	July 2017 [0717]
Other special inspection	Every year [Y12]	Other special inspection date	March 2018 [0318]