The National Bridge Inventory contains data submitted by state transportion 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							40-15-01 =	080-13-12 = -	
Pennsylvania [42] Washington County [125]		Chartiers [12848] 100' WEST OF SR 51		R 519		40.250278	80.220000		
627207066140400 Highway agency district 12		Owner County Highway Agency [02] Maintenance responsibility		County Highway Agency [02]					
Route #Num! PAXTON BRIDGE			Toll On free road [3] Features intersected CHARTIERS			S CREEK			
Design - Steel [3] main  Truss - Thi	u [10]	Design - approach  Other	[00]	Kilometerpoint Year built 1919 Skew angle 0 Historical significa	Structure F	lared	[0000]  not determinable at tl	nis time. [4]	
Historical significance is not determinable at this time. [4]  Total length 15.8 m = 51.8 ft Length of maximum span 14.6 m = 47.9 ft Deck width, out-to-out 3.7 m = 12.1 ft Bridge roadway width, curb-to-curb 3.3 m = 10.8 ft  Inventory Route, Total Horizontal Clearance 3.3 m = 10.8 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft									
Deck structure type  Concrete Cast-in-Place [1]									
Type of wearing surface Bituminous [6]		ituminous [6]							
Deck protection									
Type of membrane/w	earing surface								
Weight Limits									
Bypass, detour length  0.8 km = 0.5 mi  Method to determine inventory rating Method to determine operating rating		Load Factor(LF) [1] Load Factor(LF) [1]		Inventory rating 19.1 metric ton = 21.0 tons Operating rating 30.8 metric ton = 33.9 tons					
Bridge posting					Design Load M 1	3.5 / H 15 [2]			

Functional Details								
Average Daily Traffic 50 Average daily tr	uck traffi 0 % Year 1990 Future average daily traffic 50 Year 1990							
Road classification Minor Arterial (Rural) [06]	Lanes on structure 1 Approach roadway width 3 m = 9.8 ft							
Type of service on bridge Highway [1]	Direction of traffic One lane bridge for 2 - way traffic [3]  Bridge median							
Parallel structure designation No parallel structure	e 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 brid	dge 0 m = 0.0 ft Minimum vertical clearance over bridge roadway 10 m = 32.8 ft							
Minimum lateral underclearance reference feature F	eature 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]							
Other structural work, including hydraulic replacements. [38]	Bridge improvement cost 0 Roadway improvement cost 0							
replacements. [50]	Length of structure improvement 23 m = 75.5 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 Posted for load [P]		Appraisal ratings - structural	Basically intolerable requiring high priority of replacement [2]						
Condition ratings - superstructur		Appraisal ratings - roadway alignment	Meets minimum tolerable limit	ts to be left in place as is [4]					
Condition ratings - substructure	Serious [3]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]						
Condition ratings - deck	Poor [4]								
Scour	Bridge is scour critical; bridge	Bridge is scour critical; bridge foundations determined to be unstable. [3]							
Channel and channel protection		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 adequac	Better than present minimum	criteria [7]	Status evaluation	Structurally deficient [1]					
Pier or abutment protection				16.2					
Culverts Not applicable. Used	if structure is not a culvert. [N]								
Traffic safety features - railings									
Traffic safety features - transition	ns								
Traffic safety features - approach guardrail									
Traffic safety features - approach guardrail ends									
Inspection date April 2009 [0409] Designated inspection frequency 24 Months									
Underwater inspection	Not needed [N]	Underwater inspection date							
·	Not needed [N]	Fracture critical in:							
Other special inspection   Not needed [N]   Other special inspection date									