HistoricBridges.org - National Bridge Inventory Data Sheet

2009 Inventory

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

Pennsylvania [42]	Armstrong County [005]	Plumcreek [61576]	PLUM CREEK	40-42-03 = 40.700833	079-19-21 = -79.322500

32069001000000	Highway agency district: 10	Owner	State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]

Route	0	SR2069	Toll	On free road [3]	Features intersected: PLUM CREEK

Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi
1	Truss - Thru [10]	0	Other [00]	Year built	1904
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]

Total length	24.4 m = 80.1 ft	Length of maximum span	21.9 m = 71.9 ft	Deck width, out-to-out	4.6 m = 15.1 ft	Bridge roadway width, curb-to-curb	4.4 m = 14.4 ft
Inventory Route, Total Horizontal Clearance	4.4 m = 14.4 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft		

Deck structure type	Open Grating [3]
Type of wearing surface	Not applicable (applies only to structures with no deck) [N]
Deck protection	Not applicable (applies only to structures with no deck) [N]
Type of membrane/wearing surface	Not applicable (applies only to structures with no deck) [N]

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	19.1 metric ton = 21.0 tons	
0.5 km = 0.3 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	29.9 metric ton = 32.9 tons	
	Bridge posting		Design Load	M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	153	Average daily truck traffi	9 %	Year	2009	Future average daily traffic	75	Year	2021

Road classification	Local (Rural) [09]	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 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		Minimum vertical clearance over bridge roadway	10 m = 32.8 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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	0	Roadway improvement cost	0
Length of structure improvement	30 m = 98.4 ft	Total project cost	0
Year of improvement cost estimate	2002		
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 - superstructure	Critical [2]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Serious [3]		

Scour	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 adequacy	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	17.3

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	

Inspection date	September 2008 [0908]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	December 2008 [1208]
Other special inspection	Unknown [Y03]	Other special inspection date	July 2009 [0709]