

HistoricBridges.org - National Bridge Inventory Data Sheet

2009 Inventory

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]		Juniata County [067]		Port Royal [62304]		PORT ROYAL BORO		40-32-01 = 40.533611		077-23-04 = - 77.384444	
340075068000000		Highway agency district: 2		Owner State Highway Agency [01]		Maintenance responsibility		State Highway Agency [01]			
Route 75		SR 75-PA 75		Toll On free road [3]		Features intersected FIRST ST & JUNIATA RIVER					
Design - main Steel [3]		Design - approach Steel [3]		Kilometerpoint 4318.5 km = 2677.5 mi							
4		Truss - Thru [10]		4		Girder and floorbeam system [03]		Year built 1937		Year reconstructed 1975	
								Skew angle 0		Structure Flared	
								Historical significance Bridge is not eligible for the NRHP. [5]			
Total length 331.3 m = 1087.0 ft		Length of maximum span 68 m = 223.1 ft		Deck width, out-to-out 7.6 m = 24.9 ft		Bridge roadway width, curb-to-curb 7 m = 23.0 ft					
Inventory Route, Total Horizontal Clearance 7 m = 23.0 ft		Curb or sidewalk width - left 1.5 m = 4.9 ft		Curb or sidewalk width - right 0.3 m = 1.0 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 25.4 metric ton = 27.9 tons	
		Method to determine operating rating		Load Factor(LF) [1]		Operating rating 42.6 metric ton = 46.9 tons	
Bridge posting		Equal to or above legal loads [5]		Design Load		M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	4825	Average daily truck traffi	6	%	Year	2009	Future average daily traffic	9404	Year	2029
Road classification	Minor Arterial (Rural) [06]		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	Highway-waterway [6]		Lanes under structure	2		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 m = 13.1 ft			
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	8.6 m = 28.2 ft					Minimum lateral underclearance on left	0 = N/A			
Minimum Vertical Underclearance	4 m = 13.1 ft		Minimum vertical underclearance reference feature	Highway beneath structure [H]						
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 contract [1]		
Other structural work, including hydraulic replacements. [38]	Bridge improvement cost	0	Roadway improvement cost	0
	Length of structure improvement	331 m = 1086.0 ft	Total project cost	2000
	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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Better than present minimum criteria [7]
Condition ratings - substructure	Poor [4]	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 being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]		
Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	32.7
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	March 2008 [0308]	Designated inspection frequency	12 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	April 2008 [0408]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	March 2009 [0309]
Other special inspection	Every year [Y12]	Other special inspection date	March 2009 [0309]