

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] Westmoreland County [129] Murrysville [52432] MUNICIPAL OF MURRYSVILLE 40-24-29 = 40.408056 079-36-45 = - 79.612500
 640022012005950 Highway agency district 12 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 22 East [2] SR 0022 Toll On free road [3] Features intersected PUCKETY LANE (T-706)

Design - main Concrete [1] Design - approach Other [00] Kilometerpoint 826.6 km = 512.5 mi
 1 Culvert [19] 0 Other [00] Year built 1949 Year reconstructed N/A [0000]

Skew angle 0 Structure Flared
 Historical significance Bridge is not eligible for the NRHP. [5]

Total length 14.6 m = 47.9 ft Length of maximum span 12.8 m = 42.0 ft Deck width, out-to-out 17.1 m = 56.1 ft Bridge roadway width, curb-to-curb 16.2 m = 53.2 ft

Inventory Route, Total Horizontal Clearance 16.2 m = 53.2 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft

Deck structure type Not applicable [N]
 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 2.9 km = 1.8 mi Method to determine inventory rating Allowable Stress(AS) [2] Inventory rating 99.9 metric ton = 109.9 tons
 Method to determine operating rating Allowable Stress(AS) [2] Operating rating 99.9 metric ton = 109.9 tons
 Bridge posting Equal to or above legal loads [5] Design Load MS 18+Mod / HS 20+Mod [6]

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

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="Better than present minimum criteria [7]"/>
Condition ratings - superstructure	<input type="text" value="Not Applicable [N]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Not Applicable [N]"/>	Appraisal ratings - deck geometry	<input type="text" value="Better than present minimum criteria [7]"/>
Condition ratings - deck	<input type="text" value="Not Applicable [N]"/>		
Scour	<input type="text" value="Bridge not over waterway. [N]"/>		
Channel and channel protection	<input type="text" value="Not applicable. [N]"/>		
Appraisal ratings - water adequacy	<input type="text" value="N/A [N]"/>	Status evaluation	<input type="text"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="83"/>
Culverts	<input type="text" value="Shrinkage cracks, light scaling and insignificant spalling which does not expose reinforcing steel. Insignificant damage caused by drift with no misalignment and not requiring corrective action. Some minor scouring has occurred near curtain walls, wingwalls or pipes. Metal culverts have a smooth symmetrical curvature with superficial corrosion and no pitting. [7]"/>		
Traffic safety features - railings	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - transitions	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Inspection date	<input type="text" value="April 2009 [0409]"/>	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"/>