

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]		Armstrong County [005]		Plumcreek [61576]		CO #9 - GASTOWN		40-42-41 = 40.711389		079-18-18 = - 79.305000	
37219069000090		Highway agency district: 10		Owner County Highway Agency [02]		Maintenance responsibility		County Highway Agency [02]			
Route 0		T-690 RACETRACK RD		Toll On free road [3]		Features intersected PLUM CREEK					
Design - main Steel [3]		Design - approach		Kilometerpoint 0 km = 0.0 mi		Year built 1910		Year reconstructed 1984			
1 Truss - Thru [10]		0 Other [00]		Skew angle 22		Structure Flared		Historical significance Historical significance is not determinable at this time. [4]			
Total length 31.1 m = 102.0 ft		Length of maximum span 29.6 m = 97.1 ft		Deck width, out-to-out 4 m = 13.1 ft		Bridge roadway width, curb-to-curb 4 m = 13.1 ft					
Inventory Route, Total Horizontal Clearance 4 m = 13.1 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											
Deck protection											
Type of membrane/wearing surface											

Weight Limits

Bypass, detour length		Method to determine inventory rating		Load Factor(LF) [1]		Inventory rating		4.5 metric ton = 5.0 tons			
1 km = 0.6 mi		Method to determine operating rating		Load Factor(LF) [1]		Operating rating		7.3 metric ton = 8.0 tons			
Bridge posting				Design Load		M 13.5 / H 15 [2]					

Functional Details

Average Daily Traffic	40	Average daily truck traffi	9 %	Year	2006	Future average daily traffic	100	Year	2026
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	3.7 m = 12.1 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	0 m = 0.0 ft		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	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	0	Roadway improvement cost	0			
	Length of structure improvement	39 m = 128.0 ft		Total project cost	1000		
	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

Poor [4]

Appraisal ratings -
roadway alignment

Somewhat better than minimum adequacy to tolerate being left in place as is [5]

Condition ratings - substructure

Fair [5]

Appraisal ratings -
deck geometry

Somewhat better than minimum adequacy to tolerate being left in place as is [5]

Condition ratings - deck

Fair [5]

Scour

Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]

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

Equal to present desirable criteria [8]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

22.8

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

April 2009 [0409]

Designated inspection frequency

24

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Not needed [N]

Fracture critical inspection date

Other special inspection

Not needed [N]

Other special inspection date