HistoricBridges.org - National Bridge Inventory Data Sheet

2010 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]	Westmoreland County [129]	Bell [05208]	SALINA BRIDGE	40-31-25 = 40.523611	079-29-39 = -79.494167

641060001000370 | Highway agency district: 12 | Owner: State Highway Agency [01] | Maintenance responsibility: State Highway Agency [01]

Route: 0 | SR 1060 | Toll: On free road [3] | Features intersected: KISKIMINETAS & NS R/R

Design - main	Steel [3]	Design - approach	
3	Truss - Thru [10]	0	Other [00]

Kilometerpoint: 88.2 km = 54.7 mi

Year built: 1906 | Year reconstructed: 1978

Skew angle: 0 | Structure Flared:

Historical significance: Bridge is not eligible for the NRHP. [5]

Total length: 203.9 m = 669.0 ft | Length of maximum span: 67.1 m = 220.2 ft | Deck width, out-to-out: 6.2 m = 20.3 ft | Bridge roadway width, curb-to-curb: 5.7 m = 18.7 ft

Inventory Route, Total Horizontal Clearance: 5.7 m = 18.7 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: Monolithic Concrete (concurrently placed with structural deck) [1]

Deck protection:

Type of membrane/wearing surface:

Weight Limits

Bypass, detour length: 1 km = 0.6 mi

Method to determine inventory rating: Load Factor(LF) [1] | Inventory rating: 11.8 metric ton = 13.0 tons

Method to determine operating rating: Load Factor(LF) [1] | Operating rating: 20 metric ton = 22.0 tons

Bridge posting: | Design Load: M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	407	Average daily truck traffi	5 %	Year	2008	Future average daily traffic	1554
Year	2013						
Road classification	Major Collector (Rural) [07]	Lanes on structure	2	Approach roadway width	5.5 m = 18.0 ft		
Type of service on bridge	Highway [1]	Direction of traffic	2 - way traffic [2]	Bridge median			
Parallel structure designation	No parallel structure exists. [N]						
Type of service under bridge	Railroad-waterway [7]	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	4 m = 13.1 ft				
Minimum lateral underclearance reference feature	Railroad beneath structure [R]						
Minimum lateral underclearance on right	0 = N/A	Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	6 m = 19.7 ft	Minimum vertical underclearance reference feature	Railroad beneath structure [R]				
Appraisal ratings - underclearances	Basically intolerable requiring high priority of replacement [2]						

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	1000
Length of structure improvement	210 m = 689.0 ft	Total project cost	5000
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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructur	Poor [4]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]		
Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	0
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	Inpected feature meets currently acceptable standards. [1]		
Inspection date	August 2009 [0809]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y48]	Underwater inspection date	July 2005 [0705]
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	