

# HistoricBridges.org - National Bridge Inventory Data Sheet

2012 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]		Greene County [059]		Gilmore [29152]	EAST OF SANDROCK		39-44-25 = 39.740278	080-21-53 = - 80.364722
18504	Highway agency district	12	Owner	County Highway Agency [02]		Maintenance responsibility	County Highway Agency [02]	
Route	#Num!		SHOUGH RIDGE RD	Toll	On free road [3]	Features intersected	BLOODY RUN	
Design - main	Steel continuous [4]		Design - approach			Kilometerpoint	0 km = 0.0 mi	
	2	Stringer/Multi-beam or girder [02]	0	Other [00]		Year built	1973	Year reconstructed
					Skew angle	0	Structure Flared	
					Historical significance	Bridge is not eligible for the NRHP. [5]		
Total length	9.4 m = 30.8 ft		Length of maximum span	8.5 m = 27.9 ft		Deck width, out-to-out	4.5 m = 14.8 ft	Bridge roadway width, curb-to-curb
Inventory Route, Total Horizontal Clearance	4.3 m = 14.1 ft		Curb or sidewalk width - left	0 m = 0.0 ft		Curb or sidewalk width - right	0 m = 0.0 ft	
Deck structure type	Closed Grating [4]							
Type of wearing surface	Bituminous [6]							
Deck protection								
Type of membrane/wearing surface								

## Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	7.3 metric ton = 8.0 tons
1 km = 0.6 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	12.7 metric ton = 14.0 tons
	Bridge posting		Design Load	

### Functional Details

Average Daily Traffic	100	Average daily truck traffi	5	%	Year	1993	Future average daily traffic	128	Year	2032
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	0 m = 0.0 ft					Minimum vertical clearance over bridge roadway	99.99 m = 328.1 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	15.5 m = 50.9 ft	Total project cost	0
	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	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Equal to present minimum criteria [6]
Condition ratings - deck	Fair [5]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]		
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	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	24.6
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	October 2010 [1010]	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	Every year [Y12]	Other special inspection date	October 2010 [1010]