

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Pennsylvania [42]	Allegheny County [003]	Pittsburgh [61000]	301110 SWINBURNE BRIDGE	40-25-36.11 = 40.426697	079-57-01.80 = -79.950500
2457	Highway agency district: 11	Owner City or Municipal Highway Agency [04]	Maintenance responsibility	City or Municipal Highway Agency [04]	
Route 0	FRAZIER ST	Toll On free road [3]	Features intersected CSX/AV RR, SALINE ST		
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint 0 km = 0.0 mi	Year built 1915	Year reconstructed 1989	
6 Girder and floorbeam system [03]	6 Girder and floorbeam system [03]	Skew angle 0	Structure Flared		
		Historical significance Bridge is not eligible for the NRHP. [5]			
Total length 182.6 m = 599.1 ft	Length of maximum span 22.9 m = 75.1 ft	Deck width, out-to-out 9.1 m = 29.9 ft	Bridge roadway width, curb-to-curb 9.1 m = 29.9 ft		
Inventory Route, Total Horizontal Clearance 9.1 m = 29.9 ft	Curb or sidewalk width - left 0.2 m = 0.7 ft	Curb or sidewalk width - right 1.9 m = 6.2 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]				
Deck protection	Epoxy Coated Reinforcing [1]				
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.3 km = 0.2 mi	Method to determine inventory rating Load Factor(LF) [1]	Inventory rating 18.1 metric ton = 19.9 tons
	Method to determine operating rating Load Factor(LF) [1]	Operating rating 29.9 metric ton = 32.9 tons
Bridge posting 30.0 - 39.9 % below [1]	Design Load MS 18 / HS 20 [5]	

Functional Details

Average Daily Traffic	6000	Average daily truck traffi	5	%	Year	2005	Future average daily traffic	6600	Year	2018
Road classification	Local (Urban) [19]		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-railroad [4]		Lanes under structure	2		Navigation control	Not applicable, no waterway. [N]			
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	Highway beneath structure [H]									
Minimum lateral underclearance on right	99.9 = Unlimited				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	9.14 m = 30.0 ft		Minimum vertical underclearance reference feature	Railroad beneath structure [R]						
Appraisal ratings - underclearances	Superior to present desirable criteria [9]									

Repair and Replacement Plans

Type of work to be performed	Work done by	Work to be done by owner's forces [2]								
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	53000	Roadway improvement cost	155000						
	Length of structure improvement	183 m = 600.4 ft		Total project cost	711000					
	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 - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge not over waterway. [N]		
Channel and channel protection	Not applicable. [N]		
Appraisal ratings - water adequacy	N/A [N]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	34.2
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	October 2018 [1018]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	October 2018 [1018]
Other special inspection	Every year [Y12]	Other special inspection date	October 2018 [1018]