

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.  
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<b>Basic Information</b>		Pennsylvania [42]		Cambria County [021]		Johnstown [38288]		0.7 MILE SOUTH OF SR 3029		40-20-16 = 40.337778		078-53-44 = - 78.895556	
110271026007910		Highway agency district: 9		Owner Railroad [27]		Maintenance responsibility		State Highway Agency [01]					
Route 271		PA 271 MAPLE AVE		Toll On free road [3]		Features intersected L.CONEMA.RIV;NORFOLK STH							
Design - main Steel [3]		Design - approach Steel [3]		Kilometerpoint 1728.9 km = 1071.9 mi		Year built 1958		Year reconstructed 1997					
2 Truss - Thru [10]		3 Stringer/Multi-beam or girder [02]		Skew angle 0		Structure Flared							
Historical significance Bridge is not eligible for the NRHP. [5]													
Total length 284.7 m = 934.1 ft		Length of maximum span 146.3 m = 480.0 ft		Deck width, out-to-out 14 m = 45.9 ft		Bridge roadway width, curb-to-curb 12.9 m = 42.3 ft							
Inventory Route, Total Horizontal Clearance 12.9 m = 42.3 ft		Curb or sidewalk width - left 1.6 m = 5.2 ft		Curb or sidewalk width - right 1.6 m = 5.2 ft									
Deck structure type		Closed Grating [4]											
Type of wearing surface		Latex Concrete or similar additive [3]											
Deck protection													
Type of membrane/wearing surface													

<b>Weight Limits</b>		Bypass, detour length 1.6 km = 1.0 mi		Method to determine inventory rating Load Factor(LF) [1]		Inventory rating 32.7 metric ton = 36.0 tons	
		Method to determine operating rating Load Factor(LF) [1]		Operating rating 55.3 metric ton = 60.8 tons			
Bridge posting		Equal to or above legal loads [5]		Design Load M 13.5 / H 15 [2]			

### Functional Details

Average Daily Traffic	5421	Average daily truck traffi	11	%	Year	2007	Future average daily traffic	7618	Year	2018
Road classification	Other Principal Arterial (Urban) [14]		Lanes on structure	2		Approach roadway width	12.8 m = 42.0 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	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	0 m = 0.0 ft				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	7 m = 23.0 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	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	1000	Roadway improvement cost	3000						
	Length of structure improvement	356 m = 1168.0 ft		Total project cost	12000					
	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="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for assessed or calculated scour condition. [5]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Superior to present desirable criteria [9]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="68.6"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
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="May 2008 [0508]"/>	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"/>