

HistoricBridges.org - National Bridge Inventory Data Sheet

2010 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]	Indiana County [063]	Blairsville [06904]	BAIRDSTOWN	40-25-51 = 40.430833	079-16-12 = - 79.270000
322002001000000	Highway agency district 10	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 0	SR2002	Toll On free road [3]	Features intersected CONEMAUGH RIVER		
Design - main 1	Steel [3] Truss - Thru [10]	Design - approach 1	Steel [3] Girder and floorbeam system [03]	Kilometerpoint 0 km = 0.0 mi	Year built 1934 Year reconstructed 1993
				Skew angle 22	Structure Flared
				Historical significance Bridge is not eligible for the NRHP. [5]	
Total length	109.1 m = 358.0 ft	Length of maximum span	88.4 m = 290.0 ft	Deck width, out-to-out	10.7 m = 35.1 ft
Inventory Route, Total Horizontal Clearance	9.4 m = 30.8 ft	Curb or sidewalk width - left	2.1 m = 6.9 ft	Curb or sidewalk width - right	2.1 m = 6.9 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	39.9 metric ton = 43.9 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	66.2 metric ton = 72.8 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	1989	Average daily truck traffi	9	%	Year	2010	Future average daily traffic	2790	Year	2022
Road classification	Collector (Urban) [17]	Lanes on structure	2		Approach roadway width	6.7 m = 22.0 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	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	5 m = 16.4 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

Bridge improvement cost

0

Roadway improvement cost

0

Length of structure improvement

0 m = 0.0 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	Open, no restriction [A]	Appraisal ratings - structural	Equal to present minimum criteria [6]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Good [7]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
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	Basically intolerable requiring high priority of corrective action [3]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	84.2
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	May 2009 [0509]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	May 2009 [0509]
Other special inspection	Not needed [N]	Other special inspection date	