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]	Armstrong County [005]	Kittanning [40040]	KITTANNING CITIZENS	40-48-41 = 40.811389	079-31-27 = -79.524167

031038006000800	Highway agency district	10	Owner	State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route	#Num!		SR1038	Toll	On free road [3]	Features intersected	ALLEGHENY RIVER

Design - main	Steel [3]	Design - approach	Steel [3]	Kilometerpoint	194.2 km = 120.4 mi		
3	Truss - Thru [10]	1	Stringer/Multi-beam or girder [02]	Year built	1931	Year reconstructed	N/A [0000]
				Skew angle	0	Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]		

Total length	289.3 m = 949.2 ft	Length of maximum span	123.7 m = 405.9 ft	Deck width, out-to-out	14.9 m = 48.9 ft	Bridge roadway width, curb-to-curb	9.3 m = 30.5 ft
Inventory Route, Total Horizontal Clearance	9.1 m = 29.9 ft	Curb or sidewalk width - left	2.8 m = 9.2 ft	Curb or sidewalk width - right	2.8 m = 9.2 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	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	40.8 metric ton = 44.9 tons	
1.6 km = 1.0 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	68.9 metric ton = 75.8 tons	
	Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	15665	Average daily truck traffi	7 %	Year	2009	Future average daily traffic	27324
Year	2022						
Road classification	Other Principal Arterial (Urban) [14]	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	Waterway [5]	Lanes under structure	0	Navigation control	Navigation control on waterway (bridge permit required). [1]		
Navigation vertical clearanc	9.1 m = 29.9 ft	Navigation horizontal clearance	106.7 m = 350.1 ft				
Minimum navigation vertical clearance, vertical lift bridge		Minimum vertical clearance over bridge roadway	4 m = 13.1 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

Other structural work, including hydraulic replacements. [38]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	0	Roadway improvement cost	1000
Length of structure improvement	294.1 m = 964.9 ft	Total project cost	5000
Year of improvement cost estimate	2002		
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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructur	Fair [5]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - deck	Fair [5]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]
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	Equal to present desirable criteria [8]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection	None present but re-evaluation suggested [5]	Sufficiency rating	48

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	July 2009 [0709]	Designated inspection frequency	24	Months

Underwater inspection	Unknown [Y60]	Underwater inspection date	August 2009 [0809]
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	July 2009 [0709]
Other special inspection	Not needed [N]	Other special inspection date	