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							40-10-17 =	079-00-53 = -	
Pennsylvania [42]	Somerset County [1	11]	Jenner [38032]	PILLTOWN			40-10-17 =	79.014722	
554033002000000 Highway agency district 9			Owner State Highway Agency [01] Maintenance responsibility			State Highway Ag	ency [01]		
Route 0 SR 4033			Toll On fre	ee road [3]	Features intersed	cted ROARING F	RUN		
Design - Masonry [8] main Arch - Deck	[11]	Design - approach 0 Othe	r [00]	Kilometerpoint Year built 1908 Skew angle 0 Historical significa	Structure F		[0000]		
Total length 10.1 m = 33.1 ft Length of maximum span 9.8 m = 32.2 ft Deck width, out-to-out 4.9 m = 16.1 ft Bridge roadway width, curb-to-curb 3.8 m = 12.5 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft									
Deck structure type Not applicable [N] Type of wearing surface Not applicable (applies only to structures with no deck) [N]									
Deck protection Not applicable (applie		ies only to structures with no deck) [N]							
Type of membrane/wearing surface Not applicable (applie			es only to structures with no	deck) [N]					
Weight Limits									
Bypass, detour length 1.1 km = 0.7 mi Method to determine inventory rating Method to determine operating rating		, , , , ,		Inventory rating Operating rating	43.5 metric ton = 73.5 metric ton =				
Bridge posting Equal to or above legal loads [5]					Design Load M 1	3.5 / H 15 [2]			

Functional Details									
Average Daily Traffic 17 Average daily tru	ck traffi 9 % Year 2006 Future average daily traffic 30 Year 2023								
Road classification Local (Rural) [09]	Lanes on structure 1 Approach roadway width 3.4 m = 11.2 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	e 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 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]									
Don't and Double and Diver									
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 improvement cost 0 Roadway improvement cost 0								
bridge roadway geometry. [31]	Length of structure improvement 12.5 m = 41.0 ft Total project cost 1000								
	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	Basically intolerable requiring high priority of corrrective action [3]						
Condition ratings - superstructur Serious [3]		Appraisal ratings - roadway alignment	Equal to present desirable crite	eria [8]					
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]						
Condition ratings - deck	Not Applicable [N]								
Scour	Bridge is scour critical; bridge	Bridge is scour critical; bridge foundations determined to be unstable. [3]							
Channel and channel protection	Bank protection is being erode channel. [5]	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]							
Appraisal ratings - water adequac	Equal to present desirable cri	iteria [8]	Status evaluation	Structurally deficient [1]					
Pier or abutment protection				39					
Culverts Not applicable. Used	if structure is not a culvert. [N]								
Traffic safety features - railings									
Traffic safety features - transition	ns								
Traffic safety features - approach	n guardrail								
Traffic safety features - approach	n guardrail ends								
Inspection date July 2009 [0709] Designated inspection frequency 12 Months									
Underwater inspection									
Fracture critical inspection	Not needed [N]	Fracture critical inspection date							
Other special inspection									