

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]	Berks County [011]	Greenwich [31352]	2 MI. NW OF KUTZTOWN	40-31-58 = 40.532778	075-48-56 = - 75.815556
5366	Highway agency district 5	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0		DUTCH MILL RD	Toll On free road [3]	Features intersected SAUCONY CREEK	
Design - main	Masonry [8]	Design - approach		Kilometerpoint 0 km = 0.0 mi	
4	Arch - Deck [11]	0	Other [00]	Year built #Num!	Year reconstructed 1956
				Skew angle 0	Structure Flared
				Historical significance Historical significance is not determinable at this time. [4]	
Total length 30.5 m = 100.1 ft	Length of maximum span 6.7 m = 22.0 ft	Deck width, out-to-out 6.9 m = 22.6 ft	Bridge roadway width, curb-to-curb 5.6 m = 18.4 ft		
Inventory Route, Total Horizontal Clearance 5.6 m = 18.4 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 (applies only to structures with no deck) [N]				
Type of membrane/wearing surface	Not applicable (applies only to structures with no deck) [N]				

Weight Limits

Bypass, detour length 0.3 km = 0.2 mi	Method to determine inventory rating	No rating analysis performed [5]	Inventory rating 5.4 metric ton = 5.9 tons
	Method to determine operating rating	No rating analysis performed [5]	Operating rating 7.3 metric ton = 8.0 tons
Bridge posting		Design Load	

Functional Details

Average Daily Traffic	155	Average daily truck traffi		%	Year	1979	Future average daily traffic	207	Year	2032
Road classification	Local (Rural) [09]		Lanes on structure	2		Approach roadway width	4.3 m = 14.1 ft			
Type of service on bridge	Highway [1]		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			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]									

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	0	Roadway improvement cost	0
	Length of structure improvement	28 m = 91.9 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	Posted for load [P]	Appraisal ratings - structural	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - deck	Not Applicable [N]		
Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]		
Channel and channel protection	Bank and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. [4]		
Appraisal ratings - water adequacy	Equal to present minimum criteria [6]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	21.7
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	April 2011 [0411]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Every year [Y12]	Other special inspection date	April 2010 [0410]