HistoricBridges.org - National Bridge Inventory Data Sheet

2012 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]	Berks County [011]	Lenhartsville [42688]	PENN AVENUE	40-34-24 = 40.573333	075-53-06 = -75.885000

5496	Highway agency district 5	Owner: City or Municipal Highway Agency [04]	Maintenance responsibility: City or Municipal Highway Agency [04]		

Route: 0		PENN AVENUE	Toll: On free road [3]	Features intersected: MAIDEN CREEK	

Design - main: 5	Concrete [1] Tee beam [04]	Design - approach: 0	Other [00]	Kilometerpoint: 0 km = 0.0 mi	
				Year built: 1922	Year reconstructed: N/A [0000]
				Skew angle: 18	Structure Flared:
				Historical significance: Historical significance is not determinable at this time. [4]	

Total length: 68.6 m = 225.1 ft	Length of maximum span: 13.1 m = 43.0 ft	Deck width, out-to-out: 11.4 m = 37.4 ft	Bridge roadway width, curb-to-curb: 7 m = 23.0 ft
Inventory Route, Total Horizontal Clearance: 7 m = 23.0 ft	Curb or sidewalk width - left: 1.8 m = 5.9 ft	Curb or sidewalk width - right: 1.8 m = 5.9 ft
Deck structure type: Concrete Cast-in-Place [1]		
Type of wearing surface: Bituminous [6]		
Deck protection:		
Type of membrane/wearing surface:		

Weight Limits

Bypass, detour length: 0.1 km = 0.1 mi	Method to determine inventory rating: No rating analysis performed [5]		Inventory rating: 1.8 metric ton = 2.0 tons		
	Method to determine operating rating: No rating analysis performed [5]		Operating rating: 2.7 metric ton = 3.0 tons		
	Bridge posting:		Design Load:		

Functional Details

Average Daily Traffic	100	Average daily truck traffi		%	Year 1983	Future average daily traffic 134	Year 2032

Road classification	Local (Urban) [19]	Lanes on structure	2	Approach roadway width	8.8 m = 28.9 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 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

Other structural work, including hydraulic replacements. [38]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	0	Roadway improvement cost	0
Length of structure improvement	79 m = 259.2 ft	Total project cost	2000
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 corrrective action [3]
Condition ratings - superstructur	Serious [3]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Poor [4]		

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	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	31

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	October 2011 [1011]	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	October 2010 [1010]