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]	Montgomery County [091]	Montgomery [50640]	MONTGOMERY TWP.LN. 17G03	40-14-15 = 40.237500	075-11-29 = -75.191389

460152023021060	Highway agency district	6	Owner	State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route	152		LIMEKILN PK/3145K2	Toll	On free road [3]	Features intersected	LITTLE NESHAMINY CREEK

Design - main	Masonry [8]	Design - approach		Kilometerpoint	1710.6 km = 1060.6 mi		
2	Arch - Deck [11]	0	Other [00]	Year built	1838	Year reconstructed	1969
				Skew angle	0	Structure Flared	
				Historical significance	Bridge is eligible for the NRHP. [2]		

Total length	13.1 m = 43.0 ft	Length of maximum span	6.1 m = 20.0 ft	Deck width, out-to-out	8.5 m = 27.9 ft	Bridge roadway width, curb-to-curb	7.4 m = 24.3 ft
Inventory Route, Total Horizontal Clearance	7.4 m = 24.3 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	Method to determine inventory rating	No rating analysis performed [5]	Inventory rating	27.2 metric ton = 29.9 tons	
0.5 km = 0.3 mi	Method to determine operating rating	No rating analysis performed [5]	Operating rating	30.8 metric ton = 33.9 tons	
	Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	9183	Average daily truck traffi	3 %	Year	2010	Future average daily traffic	5000
Year	1985						
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 [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	10 m = 32.8 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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	0	Roadway improvement cost	0
Length of structure improvement	13 m = 42.7 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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructur	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 replacement [2]
Condition ratings - deck	Not Applicable [N]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]
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 desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	44.9

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 2008 [1008]	Designated inspection frequency	12	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	