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]	Lancaster County [071]	Strasburg [74720]	LIME VALLEY	39-57-47 = 39.963056	076-13-47 = -76.229722

362030004000990 | Highway agency district: 8 | Owner: State Highway Agency [01] | Maintenance responsibility: State Highway Agency [01]

Route: 0 | SR 2030 | Toll: On free road [3] | Features intersected: PEQUEA CREEK

Design - main	Concrete [1]	Design - approach	
3	Arch - Deck [11]	0	Other [00]

Kilometerpoint: 159.2 km = 98.7 mi

Year built: 1927 | Year reconstructed: N/A [0000]

Skew angle: 30 | Structure Flared:

Historical significance: Bridge is eligible for the NRHP. [2]

Total length: 40.2 m = 131.9 ft | Length of maximum span: 18.9 m = 62.0 ft | Deck width, out-to-out: 7.6 m = 24.9 ft | Bridge roadway width, curb-to-curb: 6.1 m = 20.0 ft

Inventory Route, Total Horizontal Clearance: 6.1 m = 20.0 ft | Curb or sidewalk width - left: 0.2 m = 0.7 ft | Curb or sidewalk width - right: 0.2 m = 0.7 ft

Deck structure type: Not applicable [N]

Type of wearing surface: Bituminous [6]

Deck protection:

Type of membrane/wearing surface:

Weight Limits

Bypass, detour length: 1 km = 0.6 mi

Method to determine inventory rating: Load Factor(LF) [1] | Inventory rating: 32.7 metric ton = 36.0 tons

Method to determine operating rating: Load Factor(LF) [1] | Operating rating: 49 metric ton = 53.9 tons

Bridge posting: Equal to or above legal loads [5] | Design Load: M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	383	Average daily truck traffi	9 %	Year	2010	Future average daily traffic	406
Year	2013						
Road classification	Local (Urban) [19]	Lanes on structure	2	Approach roadway width	6.1 m = 20.0 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

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	48.8 m = 160.1 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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructur	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Fair [5]		

Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]
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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	
Pier or abutment protection		Sufficiency rating	66.7

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	May 2008 [0508]	Designated inspection frequency	24	Months

Underwater inspection	Unknown [Y48]	Underwater inspection date	June 2004 [0604]
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	