HistoricBridges.org - National Bridge Inventory Data Sheet

2019 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]	Denver [18888]	DENVER BORO	40-14-22.70 = 40.239639	076-08-01.07 = -76.133631

21788 | Highway agency district: 8 | Owner: State Toll Authority [31] | Maintenance responsibility: State Toll Authority [31]

Route: 0 | | 5TH STREET | Toll: On free road [3] | Features intersected: PA TPK (I-76)

Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi
1	Girder and floorbeam system [03]	0	Other [00]	Year built	1949
				Year reconstructed	
				Skew angle	7
				Structure Flared	
				Historical significance	Historical significance is not determinable at this time. [4]

Total length	27.1 m = 88.9 ft	Length of maximum span	26.5 m = 86.9 ft	Deck width, out-to-out	9.8 m = 32.2 ft	Bridge roadway width, curb-to-curb	6.7 m = 22.0 ft
Inventory Route, Total Horizontal Clearance	6.7 m = 22.0 ft	Curb or sidewalk width - left	1.5 m = 4.9 ft	Curb or sidewalk width - right	0.3 m = 1.0 ft		

Deck structure type: Concrete Cast-in-Place [1]

Type of wearing surface: Monolithic Concrete (concurrently placed with structural deck) [1]

Deck protection:

Type of membrane/wearing surface:

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	38.1 metric ton = 41.9 tons	
0.5 km = 0.3 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	63.5 metric ton = 69.9 tons	
	Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]	

Functional Details

Average Daily Traffic	300	Average daily truck traffi	5 %	Year	1991	Future average daily traffic	478	Year	2030

Road classification	Local (Rural) [09]	Lanes on structure	2	Approach roadway width	10.4 m = 34.1 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	Highway, with or without ped	Lanes under structure	4	Navigation control	Not applicable, no waterway. [N]
Navigation vertical clearanc	0 = N/A	Navigation horizontal clearance	0 = N/A		
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft	Minimum vertical clearance over bridge roadway	99.99 m = 328.1 ft		
Minimum lateral underclearance reference feature	Highway beneath structure [H]				
Minimum lateral underclearance on right	2.9 m = 9.5 ft	Minimum lateral underclearance on left	1.2 m = 3.9 ft		
Minimum Vertical Underclearance	4.38 m = 14.4 ft	Minimum vertical underclearance reference feature	Highway beneath structure [H]		
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrrective action [3]				

Repair and Replacement Plans

Type of work to be performed

Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]

Work done by	Work to be done by owner's forces [2]		
Bridge improvement cost	16000	Roadway improvement cost	47000
Length of structure improvement	35 m = 114.8 ft	Total project cost	216000
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 - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge not over waterway. [N]		
Channel and channel protection	Not applicable. [N]		
Appraisal ratings - water adequacy	N/A [N]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	64.9
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	March 2017 [0317]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	March 2017 [0317]
Other special inspection	Not needed [N]	Other special inspection date	