

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.  
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**Basic Information**

Pennsylvania [42]		Lancaster County [071]		Clay [13960]	05 MILE N OF NEWTOWN		40-14-27.60 = 40.241000	076-14-58.10 = -76.249472
21775	Highway agency district: 8		Owner	State Toll Authority [31]		Maintenance responsibility	State Toll Authority [31]	
Route 0	SR 1035, LR 36011		Toll	On free road [3]		Features intersected	PA TPK (I-76)	
Design - main	Concrete [1]		Design - approach			Kilometerpoint	585.6 km = 363.1 mi	
	1	Frame [07]		0	Other [00]	Year built	1950	Year reconstructed
				Skew angle	21	Structure Flared		
				Historical significance	Historical significance is not determinable at this time. [4]			
Total length	29 m = 95.1 ft		Length of maximum span	25.6 m = 84.0 ft		Deck width, out-to-out	9.4 m = 30.8 ft	
Inventory Route, Total Horizontal Clearance	8.5 m = 27.9 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	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		Inventory rating	32.7 metric ton = 36.0 tons	
0.1 km = 0.1 mi	Method to determine operating rating		Operating rating	55.3 metric ton = 60.8 tons	
	Bridge posting	Equal to or above legal loads [5]		Design Load	MS 18 / HS 20 [5]

### Functional Details

Average Daily Traffic	1158	Average daily truck traffi	10	%	Year	2018	Future average daily traffic	1563	Year	2030
Road classification	Minor Collector (Rural) [08]		Lanes on structure	2		Approach roadway width	7.9 m = 25.9 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	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	3.2 m = 10.5 ft				Minimum lateral underclearance on left	1.2 m = 3.9 ft				
Minimum Vertical Underclearance	4.55 m = 14.9 ft		Minimum vertical underclearance reference feature	Highway beneath structure [H]						
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrective action [3]									

### 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	16000	Roadway improvement cost	48000						
	Length of structure improvement	37 m = 121.4 ft		Total project cost	219000					
	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	Equal to present minimum criteria [6]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
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	86.4
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	April 2017 [0417]	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	Not needed [N]	Other special inspection date	