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]	Cumberland County [041]	Upper Allen [78736]	YORK#249/.5S BOWMANSDALE	40-09-31 = 40.158611	076-58-36 = -76.976667

14048	Highway agency district: 8	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		
Route: 0		BISHOP ROAD T-612	Toll: On free road [3]	Features intersected: YELLOW BREECHES CREEK	

Design - main: 1	Aluminum, Wrought Iron or Cast Iron [9]	Truss - Thru [10]	Design - approach: 0	Other [00]	
Kilometerpoint: 0 km = 0.0 mi					
Year built: 1898	Year reconstructed: N/A [0000]				
Skew angle: 0	Structure Flared:				
Historical significance: Bridge is on the NRHP. [1]					

Total length: 40.8 m = 133.9 ft	Length of maximum span: 40.2 m = 131.9 ft	Deck width, out-to-out: 4.9 m = 16.1 ft	Bridge roadway width, curb-to-curb: 4.5 m = 14.8 ft				
Inventory Route, Total Horizontal Clearance: 4.5 m = 14.8 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: Open Grating [3]							
Type of wearing surface:							
Deck protection:							
Type of membrane/wearing surface:							

Weight Limits

Bypass, detour length: 0.5 km = 0.3 mi	Method to determine inventory rating: Allowable Stress(AS) [2]		Inventory rating: 18.1 metric ton = 19.9 tons		
	Method to determine operating rating: Allowable Stress(AS) [2]		Operating rating: 27.2 metric ton = 29.9 tons		
	Bridge posting:		Design Load:		

Functional Details

Average Daily Traffic	145	Average daily truck traffi	1 %	Year	2011	Future average daily traffic	193
Year	2032						
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	6.1 m = 20.0 ft		
Type of service on bridge	Highway [1]	Direction of traffic	One lane bridge for 2 - way traffic [3]	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	4 m = 13.1 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	50 m = 164.1 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	Posted for load [P]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructur	Poor [4]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]		
Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	32.2
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	Every year [Y12]	Fracture critical inspection date	October 2010 [1010]	
Other special inspection	Every year [Y12]	Other special inspection date	October 2010 [1010]	