

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]		York County [133]		Shrewsbury [70576]		1 MI. S. GLEN ROCK		39-46-38.20 = 39.777278		076-43-27.45 = -76.724292	
37606		Highway agency district 8		Owner State Highway Agency [01]		Maintenance responsibility		State Highway Agency [01]			
Route 616		PA 616; SR 0616		Toll On free road [3]		Features intersected S BR CODORUS CREEK					
Design - main Concrete [1]		Design - approach		Kilometerpoint 222.4 km = 137.9 mi		Year built 1910		Year reconstructed N/A [0000]			
1		Other [00]		0		Other [00]		Skew angle 45		Structure Flared	
						Historical significance Bridge is eligible for the NRHP. [2]					
Total length 10.7 m = 35.1 ft		Length of maximum span 9.1 m = 29.9 ft		Deck width, out-to-out 5.3 m = 17.4 ft		Bridge roadway width, curb-to-curb 4.3 m = 14.1 ft					
Inventory Route, Total Horizontal Clearance 4.3 m = 14.1 ft		Curb or sidewalk width - left 0 m = 0.0 ft		Curb or sidewalk width - right 0 m = 0.0 ft							
Deck structure type		Concrete Cast-in-Place [1]									
Type of wearing surface		Bituminous [6]									
Deck protection											
Type of membrane/wearing surface											

Weight Limits

Bypass, detour length		Method to determine inventory rating		Inventory rating	
0.5 km = 0.3 mi				32.7 metric ton = 36.0 tons	
		Method to determine operating rating		Operating rating	
				49 metric ton = 53.9 tons	
Bridge posting		Equal to or above legal loads [5]		Design Load	

Functional Details

Average Daily Traffic	1892	Average daily truck traffi	0	%	Year	2013	Future average daily traffic	2537	Year	2032
Road classification	Collector (Urban) [17]	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	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	Work done by	Work to be done by contract [1]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	0	Roadway improvement cost	0						
	Length of structure improvement	18 m = 59.1 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	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	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	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	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	62.3
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	July 2013 [0713]	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	