

HistoricBridges.org - National Bridge Inventory Data Sheet

2014 Inventory

The National Bridge Inventory contains data submitted by state transportation 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]		West Lampeter [83256]		Wheatland Mills		39-59-41.30 = 39.994806		076-12-15.18 = -76.204217	
21571		Highway agency district 8		Owner State Highway Agency [01]		Maintenance responsibility		State Highway Agency [01]			
Route 0		Strasburg Pike		Toll On free road [3]		Features intersected		Pequea Creek			
Design - main		Concrete [1]		Design - approach		Kilometerpoint 827 km = 512.7 mi		Year built 1926		Year reconstructed N/A [0000]	
1		Arch - Deck [11]		0		Other [00]		Skew angle 0		Structure Flared	
								Historical significance		Bridge is not eligible for the NRHP. [5]	
Total length		24.4 m = 80.1 ft		Length of maximum span		24.4 m = 80.1 ft		Deck width, out-to-out		7.1 m = 23.3 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 m = 0.0 ft		Curb or sidewalk width - right		0 m = 0.0 ft	
Deck structure type		Not applicable [N]									
Type of wearing surface		Not applicable (applies only to structures with no deck) [N]									
Deck protection		Not applicable (applies only to structures with no deck) [N]									
Type of membrane/wearing surface		Not applicable (applies only to structures with no deck) [N]									

Weight Limits

Bypass, detour length		Method to determine inventory rating		Inventory rating	
1.1 km = 0.7 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	6577	Average daily truck traffi	6	%	Year	2012	Future average daily traffic	8668	Year	2032
Road classification	Collector (Urban) [17]		Lanes on structure	2		Approach roadway width	6.7 m = 22.0 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	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	38 m = 124.7 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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Not Applicable [N]		
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	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	46.6
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	April 2012 [0412]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [N00]	Underwater inspection date	
Fracture critical inspection	Unknown [N00]	Fracture critical inspection date	
Other special inspection	Unknown [N00]	Other special inspection date	