

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]		Cumberland County [041]		Upper Allen [78736]		UPPER ALLEN TWP		40-11-48.39 = 40.196775		076-59-40.04 = -76.994456	
14029		Highway agency district: 8		Owner State Toll Authority [31]		Maintenance responsibility		State Toll Authority [31]			
Route 114		SR 114 ,LR 416		Toll On free road [3]		Features intersected PA TPK (I-76)					
Design - main		Concrete [1]		Design - approach		Kilometerpoint 1140.5 km = 707.1 mi		Year built 1950			
1		Frame [07]		0		Other [00]		Year reconstructed N/A [0000]		Skew angle 24	
								Structure Flared		Historical significance	
										Bridge is not eligible for the NRHP. [5]	
Total length		29.9 m = 98.1 ft		Length of maximum span		25.9 m = 85.0 ft		Deck width, out-to-out		14.4 m = 47.2 ft	
Inventory Route, Total Horizontal Clearance		12.2 m = 40.0 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		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		Load Factor(LF) [1]		Inventory rating		49 metric ton = 53.9 tons	
0.5 km = 0.3 mi		Method to determine operating rating		Load Factor(LF) [1]		Operating rating		81.6 metric ton = 89.8 tons	
Bridge posting		Equal to or above legal loads [5]		Design Load		MS 18 / HS 20 [5]			

Functional Details

Average Daily Traffic	12361	Average daily truck traffi	1	%	Year	2018	Future average daily traffic	18679	Year	2030
Road classification	Minor Arterial (Urban) [16]			Lanes on structure	2		Approach roadway width	12.5 m = 41.0 ft		
Type of service on bridge	Highway-pedestrian [5]			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 m = 9.8 ft				Minimum lateral underclearance on left	1.2 m = 3.9 ft				
Minimum Vertical Underclearance	4.52 m = 14.8 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	13000	Roadway improvement cost	37000						
	Length of structure improvement	37 m = 121.4 ft		Total project cost	172000					
	Year of improvement cost estimate									
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

Inspection and Sufficiency

Structure status	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Better than present minimum criteria [7]"/>
Condition ratings - superstructure	<input type="text" value="Good [7]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Good [7]"/>	Appraisal ratings - deck geometry	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - deck	<input type="text" value="Good [7]"/>		
Scour	<input type="text" value="Bridge not over waterway. [N]"/>		
Channel and channel protection	<input type="text" value="Not applicable. [N]"/>		
Appraisal ratings - water adequacy	<input type="text" value="N/A [N]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="90.9"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Inspection date	<input type="text" value="February 2017 [0217]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Not needed [N]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>