

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] Berks County [011] Ontelaunee [56856] 2 MI N.OF TEMPLE 40-26-19 = 40.438611 075-55-36 = - 75.926667
 067228074995910 Highway agency district 5 Owner County Highway Agency [02] Maintenance responsibility County Highway Agency [02]
 Route 0 BOWERS RD. Toll On free road [3] Features intersected MAIDEN CREEK
 Design - main Steel [3] Design - approach Other [00] Kilometerpoint 0 km = 0.0 mi
 1 Truss - Thru [10] 0 Other [00] Year built 1883 Year reconstructed 1942
 Skew angle 0 Structure Flared
 Historical significance Historical significance is not determinable at this time. [4]
 Total length 61.6 m = 202.1 ft Length of maximum span 61 m = 200.1 ft Deck width, out-to-out 5.6 m = 18.4 ft Bridge roadway width, curb-to-curb 5.3 m = 17.4 ft
 Inventory Route, Total Horizontal Clearance 5.3 m = 17.4 ft Curb or sidewalk width - left 0.1 m = 0.3 ft Curb or sidewalk width - right 0.1 m = 0.3 ft
 Deck structure type Other [9]
 Type of wearing surface Bituminous [6]
 Deck protection Unknown [8]
 Type of membrane/wearing surface Unknown [8]

Weight Limits

Bypass, detour length 0.3 km = 0.2 mi Method to determine inventory rating No rating analysis performed [5] Inventory rating 1.8 metric ton = 2.0 tons
 Method to determine operating rating No rating analysis performed [5] Operating rating 2.7 metric ton = 3.0 tons
 Bridge posting Design Load M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	462	Average daily truck traffi		%	Year	1986	Future average daily traffic	250	Year	1982
Road classification	Local (Rural) [09]		Lanes on structure	1	Approach roadway width	5.2 m = 17.1 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	5 m = 16.4 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	112 m = 367.5 ft		Total project cost	2000					
	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	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]		
Channel and channel protection	Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]		
Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	33.2
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 2009 [1009]	Designated inspection frequency	12 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	