

HistoricBridges.org - National Bridge Inventory Data Sheet

2010 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]	Chester County [029]	Downingtown [19752]	DOWNINGTOWN	30G02	40-00-20 = 40.005556	075-42-20 = - 75.705556
150322034002670	Highway agency district	6	Owner	State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]
Route	322	LINCOLN HIGHWAY	Toll	On free road [3]	Features intersected	EAST BR.BRANDYWINE CREEK
Design - main	Concrete [1]	Design - approach		Kilometerpoint	2355.3 km = 1460.3 mi	
4	Arch - Deck [11]	0	Other [00]	Year built	1921	Year reconstructed
				Skew angle	0	Structure Flared
				Historical significance	Bridge is not eligible for the NRHP. [5]	
Total length	53.3 m = 174.9 ft		Length of maximum span	12.2 m = 40.0 ft		Deck width, out-to-out
						16.5 m = 54.1 ft
Inventory Route, Total Horizontal Clearance	11.6 m = 38.1 ft		Curb or sidewalk width - left	1.5 m = 4.9 ft		Bridge roadway width, curb-to-curb
						11.6 m = 38.1 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	No rating analysis performed [5]	Inventory rating	30.8 metric ton = 33.9 tons
0.5 km = 0.3 mi	Method to determine operating rating	No rating analysis performed [5]	Operating rating	50.8 metric ton = 55.9 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	16925	Average daily truck traffi	4	%	Year	2010	Future average daily traffic	20830	Year	1977
Road classification	Other Principal Arterial (Urban) [14]		Lanes on structure	3		Approach roadway width	11.6 m = 38.1 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 owner's forces [2]		
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	0	Roadway improvement cost	0
	Length of structure improvement	53 m = 173.9 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	Fair [5]	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 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	44.6
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	July 2009 [0709]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y48]	Underwater inspection date	April 2005 [0405]
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	