

HistoricBridges.org - National Bridge Inventory Data Sheet

2012 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]		Upper Oxford [79208]	UPPER OXFORD;PENN 44G07		39-49-44 = 39.828889	075-54-06 = - 75.901667
10660	Highway agency district	6	Owner	County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]		
Route	0		PUSEY MILL ROAD	Toll	On free road [3]	Features intersected	BIG ELK CREEK	
Design - main	Concrete [1]	Design - approach		Kilometerpoint	0 km = 0.0 mi			
1	Tee beam [04]	0	Other [00]	Year built	1921	Year reconstructed	N/A [0000]	
				Skew angle	0	Structure Flared		
				Historical significance	Bridge is not eligible for the NRHP. [5]			
Total length	12.8 m = 42.0 ft		Length of maximum span	12.2 m = 40.0 ft		Deck width, out-to-out	5.3 m = 17.4 ft	
Inventory Route, Total Horizontal Clearance	4.6 m = 15.1 ft		Curb or sidewalk width - left	0.2 m = 0.7 ft		Curb or sidewalk width - right	0.2 m = 0.7 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	Load Factor(LF) [1]	Inventory rating	22 metric ton = 24.2 tons
0.3 km = 0.2 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	36 metric ton = 39.6 tons
	Bridge posting	10.0 - 19.9 % below [3]	Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	994	Average daily truck traffi	6	%	Year	2009	Future average daily traffic	1219	Year	2032
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	4.9 m = 16.1 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	99.99 m = 328.1 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	16 m = 52.5 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	<input type="text" value="Posted for load [P]"/>	Appraisal ratings - structural	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Fair [5]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Superior to present desirable criteria [9]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="58.6"/>
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" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="January 2012 [0112]"/>	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="Every year [Y12]"/>	Other special inspection date	<input type="text" value="January 2011 [0111]"/>