

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

Delaware [10]	New Castle County [003]	Canby Park [11020]	WEST OF WILMINGTON	39-43-55.25 = 39.732014	075-34-49.60 = -75.580444
1160 336	Highway agency district 1	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 4	MARYLAND AVE/SR4	Toll On free road [3]	Features intersected	LITTLE MILL CREEK	
Design - main Concrete [1]	Design - approach Other [00]	Kilometerpoint 854.6 km = 529.9 mi	Year built 1931	Year reconstructed #Num!	
1	Arch - Deck [11]	Skew angle 0	Structure Flared	Historical significance Bridge is eligible for the NRHP. [2]	
Total length 15.2 m = 49.9 ft	Length of maximum span 15.2 m = 49.9 ft	Deck width, out-to-out 19.1 m = 62.7 ft	Bridge roadway width, curb-to-curb 14.6 m = 47.9 ft		
Inventory Route, Total Horizontal Clearance 14.6 m = 47.9 ft	Curb or sidewalk width - left 1.8 m = 5.9 ft	Curb or sidewalk width - right 1.8 m = 5.9 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 0.4 km = 0.2 mi	Method to determine inventory rating Load and Resistance Factor(LRFR) [3]	Inventory rating 40.8 metric ton = 44.9 tons
	Method to determine operating rating Load and Resistance Factor(LRFR) [3]	Operating rating 53.5 metric ton = 58.9 tons
Bridge posting Equal to or above legal loads [5]	Design Load HL93 [A]	

Functional Details

Average Daily Traffic	19475	Average daily truck traffi	6	%	Year	2015	Future average daily traffic	24005	Year	2036
Road classification	Other Principal Arterial (Urban) [14]		Lanes on structure	4	Approach roadway width	17.1 m = 56.1 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	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	0 m = 0.0 ft			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 contract [1]								
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	360000	Roadway improvement cost	36000						
	Length of structure improvement	17.7 m = 58.1 ft		Total project cost	539000					
	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="Equal to present minimum criteria [6]"/>
Condition ratings - superstructure	<input type="text" value="Satisfactory [6]"/>	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="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Not Applicable [N]"/>		
Scour	<input type="text" value="Countermeasures have been installed to mitigate an existing problem with scour. [7]"/>		
Channel and channel protection	<input type="text" value="Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Equal to present minimum criteria [6]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="73.3"/>
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"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="July 2016 [0716]"/>	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"/>