

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.  
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**Basic Information**

Delaware [10]	New Castle County [003]	Unknown [10003]	1/2 MI S OF DEL. CITY	39-33-29.00 = 39.558056	075-34-58.00 = -75.582778
1496002	Highway agency district 1	Owner Corps of Engineers (Civil) [70]	Maintenance responsibility	Corps of Engineers (Civil) [70]	
Route 9	DELAWARE RT. 9	Toll On free road [3]	Features intersected	C&D CANAL	
Design - main 3	Steel [3] Truss - Thru [10]	Design - approach 64	Steel [3] Stringer/Multi-beam or girder [02]	Kilometerpoint 3091.5 km = 1916.7 mi	Year built 1969 Year reconstructed 1985
			Skew angle 99	Structure Flared	
			Historical significance	Bridge is not eligible for the NRHP. [5]	
Total length	2570.1 m = 8432.5 ft	Length of maximum span	182.9 m = 600.1 ft	Deck width, out-to-out	9.6 m = 31.5 ft
Inventory Route, Total Horizontal Clearance	7.8 m = 25.6 ft	Curb or sidewalk width - left	0.4 m = 1.3 ft	Curb or sidewalk width - right	0.7 m = 2.3 ft
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Latex Concrete or similar additive [3]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	29.4 metric ton = 32.3 tons
0.6 km = 0.4 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	54.5 metric ton = 60.0 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]

### Functional Details

Average Daily Traffic	994	Average daily truck traffi	15	%	Year	2013	Future average daily traffic	3263	Year	2035
Road classification	Principal Arterial - Other (Rural) [02]		Lanes on structure	2		Approach roadway width	13.4 m = 44.0 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	Waterway [5]		Lanes under structure	0		Navigation control	Navigation control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	40.8 m = 133.9 ft			Navigation horizontal clearance	137.1 m = 449.8 ft					
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft				Minimum vertical clearance over bridge roadway	5.87 m = 19.3 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	11500000	Roadway improvement cost	1000						
	Length of structure improvement	2570.1 m = 8432.5 ft		Total project cost	17250000					
	Year of improvement cost estimate	2017								
	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="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="Better than present minimum criteria [7]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
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 condition. [5]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Superior to present desirable criteria [9]"/>	Status evaluation	<input type="text"/>
Pier or abutment protection	<input type="text" value="None present but re-evaluation suggested [5]"/>	Sufficiency rating	<input type="text" value="61.9"/>
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"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Inspection date	<input type="text" value="May 2016 [0516]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Unknown [Y48]"/>	Underwater inspection date	<input type="text" value="April 2016 [0416]"/>
Fracture critical inspection	<input type="text" value="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="April 2016 [0416]"/>
Other special inspection	<input type="text" value="Unknown [Y48]"/>	Other special inspection date	<input type="text" value="September 2016 [0916]"/>