

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]	Henry Clay [34030]	N/W WILMINGTON	39-46-10 = 39.769444	075-34-35 = - 75.576389				
1001 279	Highway agency district	1	Owner	State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]			
Route	279	RISING SUN LANE	Toll	On free road [3]	Features intersected	BRANDYWINE CREEK			
Design - main	Steel [3]	Design - approach		Kilometerpoint	72 km = 44.6 mi				
1	Truss - Thru [10]	0	Other [00]	Year built	1928	Year reconstructed	1979		
				Skew angle	0	Structure Flared			
				Historical significance	Bridge is eligible for the NRHP. [2]				
Total length	39.3 m = 128.9 ft		Length of maximum span	37.5 m = 123.0 ft		Deck width, out-to-out	8.2 m = 26.9 ft	Bridge roadway width, curb-to-curb	6.1 m = 20.0 ft
Inventory Route, Total Horizontal Clearance	6.1 m = 20.0 ft		Curb or sidewalk width - left	0 m = 0.0 ft		Curb or sidewalk width - right	1.5 m = 4.9 ft		
Deck structure type	Concrete Cast-in-Place [1]								
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]								
Deck protection									
Type of membrane/wearing surface									

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	17.6 metric ton = 19.4 tons
0.5 km = 0.3 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	29.7 metric ton = 32.7 tons
	Bridge posting	00.1 - 09.9 % below [4]	Design Load	MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic	5787	Average daily truck traffi	5	%	Year	2007	Future average daily traffic	3641	Year	2017
Road classification	Collector (Urban) [17]	Lanes on structure	2	Approach roadway width	5.8 m = 19.0 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 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	3.99 m = 13.1 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	348000	Roadway improvement cost	35000						
	Length of structure improvement	39.3 m = 128.9 ft		Total project cost	522000					
	Year of improvement cost estimate	2005								
	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 corrective action [3]
Condition ratings - superstructure	Serious [3]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		
Scour	Countermeasures have been installed to mitigate an existing problem with scour. [7]		
Channel and channel protection	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	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	5
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 2008 [1008]	Designated inspection frequency	6 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Unknown [Y06]	Fracture critical inspection date	October 2008 [1008]
Other special inspection	Not needed [N]	Other special inspection date	

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Basic Information					
Delaware [10]	New Castle County [003]	Henry Clay [34030]	N/W WILMINGTON	39-46-08 = 39.768889	075-34-36 = - 75.576667
1001A279	Highway agency district 1	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 279	RISING SUN LANE	Toll On free road [3]	Features intersected	BRANDYWINE CREEK	
Design - main 1	Masonry [8] Culvert [19]	Design - approach 0	Other [00]	Kilometerpoint 71.9 km = 44.6 mi	Year built #Num! Year reconstructed 1995
				Skew angle 0	Structure Flared
				Historical significance Bridge is eligible for the NRHP. [2]	
Total length	7.6 m = 24.9 ft	Length of maximum span	7.6 m = 24.9 ft	Deck width, out-to-out	8.5 m = 27.9 ft
Inventory Route, Total Horizontal Clearance	7.3 m = 24.0 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 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 0.5 km = 0.3 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	14.5 metric ton = 16.0 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	24.5 metric ton = 27.0 tons
	Bridge posting	20.0 - 29.9 % below [2]	Design Load	

Functional Details

Average Daily Traffic	5787	Average daily truck traffi	5	%	Year	2007	Future average daily traffic	3641	Year	2017
Road classification	Collector (Urban) [17]		Lanes on structure	2		Approach roadway width	5.8 m = 19.0 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	Relief for waterway [9]		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	78000	Roadway improvement cost	8000						
	Length of structure improvement	7.6 m = 24.9 ft		Total project cost	120000					
	Year of improvement cost estimate	2005								
	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="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - superstructure	<input type="text" value="Not Applicable [N]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Not Applicable [N]"/>	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="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/>		
Channel and channel protection	<input type="text" value="Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Better than present minimum criteria [7]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="18"/>
Culverts	<input type="text" value="Large spalls, heavy scaling, wide cracks, considerable efflorescence or opened construction joint permitting loss of backfill. Considerable settlement or misalignment. Considerable scouring or erosion at curtain walls, wingwalls or pipes. Metal culverts have significant distortion and deflection throughout, extensive corrosion or deep pitting. [4]"/>		
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="April 2008 [0408]"/>	Designated inspection frequency	<input type="text" value="12"/> 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"/>