

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]	Owls Nest Estates [5483]	N/E OF YORKLYN	39-49-12.73 = 39.820203	075-38-41.31 = -75.644808
1088 244	Highway agency district	1	Owner	State Highway Agency [01]	Maintenance responsibility
State Highway Agency [01]					
Route	244	SNUFF MILL RD	Toll	On free road [3]	Features intersected
		BARROW'S RUN			
Design - main	Steel [3]	Design - approach			
1	Stringer/Multi-beam or girder [02]	0	Other [00]	Kilometerpoint	13 km = 8.1 mi
				Year built	1939
				Year reconstructed	2004
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is eligible for the NRHP. [2]
Total length	11 m = 36.1 ft	Length of maximum span	9.8 m = 32.2 ft	Deck width, out-to-out	8.3 m = 27.2 ft
				Bridge roadway width, curb-to-curb	7.3 m = 24.0 ft
Inventory Route, Total Horizontal Clearance	7.2 m = 23.6 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]				
Deck protection	Epoxy Coated Reinforcing [1]				
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load and Resistance Factor(LRFR) [3]	Inventory rating	65.5 metric ton = 72.1 tons
0.2 km = 0.1 mi	Method to determine operating rating	Load and Resistance Factor(LRFR) [3]	Operating rating	85.1 metric ton = 93.6 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18+Mod / HS 20+Mod [6]	

Functional Details

Average Daily Traffic	1333	Average daily truck traffi	8	%	Year	2014	Future average daily traffic	1616	Year	2036
Road classification	Local (Rural) [09]	Lanes on structure	2	Approach roadway width	5.5 m = 18.0 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	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	393000	Roadway improvement cost							
	Length of structure improvement		Total project cost	393000						
	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="Satisfactory [6]"/>	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="Good [7]"/>		
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 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"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="80.8"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
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="March 2016 [0316]"/>	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"/>