

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]	9 MI W OF REEDY POINT	39-32-27.00 = 39.540833	075-44-18.00 = -75.738333
1494016	Highway agency district: 1	Owner Corps of Engineers (Civil) [70]	Maintenance responsibility	Corps of Engineers (Civil) [70]	
Route 896	DEL 896, US71,301S	Toll On free road [3]	Features intersected	C&D CANAL	
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint 1850.6 km = 1147.4 mi	Year built 1959	Year reconstructed 1987	
3	Truss - Thru [10]	6	Stringer/Multi-beam or girder [02]	Skew angle 0	Structure Flared
			Historical significance	Bridge is not eligible for the NRHP. [5]	
Total length 627.3 m = 2058.2 ft	Length of maximum span 182.9 m = 600.1 ft	Deck width, out-to-out 19.5 m = 64.0 ft	Bridge roadway width, curb-to-curb 17.8 m = 58.4 ft		
Inventory Route, Total Horizontal Clearance 8.1 m = 26.6 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					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.5 km = 0.3 mi	Method to determine inventory rating	Load and Resistance Factor Rating (L	Inventory rating	26.9 metric ton = 29.6 tons
	Method to determine operating rating	Load and Resistance Factor Rating (L	Operating rating	34.7 metric ton = 38.2 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]	

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

Year of improvement cost estimate

Border bridge - state Border bridge - percent responsibility of other state

Border bridge - structure number

Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Better than present minimum criteria [7]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	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	Superior to present desirable criteria [9]	Status evaluation	
Pier or abutment protection	None present but re-evaluation suggested [5]	Sufficiency rating	67.2
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	November 2016 [1116]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y48]	Underwater inspection date	September 2016 [0916]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	June 2016 [0616]
Other special inspection	Unknown [Y48]	Other special inspection date	September 2016 [0916]