HistoricBridges.org - National Bridge Inventory Data Sheet

2009 Inventory

The National Bridge Inventory contains data submitted by state transportion 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

Pennsylvania [42]	Montgomery County [091]	Lower Salford [45096]	BERGEYS MILL RD. 14G09	40-15-23 = 40.256389	075-25-48 = -75.430000

467046021001460 | Highway agency district: 6 | Owner: County Highway Agency [02] | Maintenance responsibility: County Highway Agency [02]

Route: 0 | | BERGEYS MILL ROAD | Toll: On free road [3] | Features intersected: ESAT BR.PERKIOMEN CREEK

Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi
2	Truss - Thru [10]	0	Other [00]	Year built: 1893	Year reconstructed: 1985
				Skew angle: 15	Structure Flared:
				Historical significance	Bridge is not eligible for the NRHP. [5]

Total length	59.7 m = 195.9 ft	Length of maximum span	28.7 m = 94.2 ft	Deck width, out-to-out	4.8 m = 15.7 ft	Bridge roadway width, curb-to-curb	4.6 m = 15.1 ft
Inventory Route, Total Horizontal Clearance	4.6 m = 15.1 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft		

Deck structure type: Closed Grating [4]

Type of wearing surface: Bituminous [6]

Deck protection:

Type of membrane/wearing surface:

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	5.4 metric ton = 5.9 tons	
0.6 km = 0.4 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	9.1 metric ton = 10.0 tons	
	Bridge posting		Design Load	M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	175	Average daily truck traffi		%	Year 1977	Future average daily traffic 245	Year 2023

Road classification	Minor Collector (Rural) [08]	Lanes on structure	1	Approach roadway width	6.1 m = 20.0 ft
Type of service on bridge	Highway [1]	Direction of traffic	One lane bridge for 2 - way traffic [3]	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		Minimum vertical clearance over bridge roadway	3 m = 9.8 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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	0	Roadway improvement cost	0
Length of structure improvement	61 m = 200.1 ft	Total project cost	1000
Year of improvement cost estimate			
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 replacement [2]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Poor [4]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]
Channel and channel protection	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	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	11.8

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	July 2009 [0709]	Designated inspection frequency	24	Months

Underwater inspection	Every two years [Y24]	Underwater inspection date	July 2009 [0709]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	July 2009 [0709]
Other special inspection	Every year [Y12]	Other special inspection date	December 2000 [1200]