

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

| | | | | | | | | |
|---|--|-------------------------|-------------------------------|-------------------|---------------------------|--------------------------------------|----------------------------|--|
| Pennsylvania [42] | | Chester County [029] | | Thornbury [76568] | NR.CONRAIL BRIDGE 41J03 | 39-55-53 = 39.931389 | 075-33-03 = - 75.550833 | |
| 150926044004000 | | Highway agency district | 6 | Owner | State Highway Agency [01] | Maintenance responsibility | State Highway Agency [01] | |
| Route | 926 | STREET ROAD | | Toll | On free road [3] | Features intersected | | |
| Design - main | | Masonry [8] | | Design - approach | | Kilometerpoint | | |
| 1 | | Arch - Deck [11] | | 0 | | Other [00] | | |
| | | | | | | 3536.5 km = 2192.6 mi | | |
| | | | | | | Year built | | |
| | | | | | | 1911 | | |
| | | | | | | Year reconstructed | | |
| | | | | | | N/A [0000] | | |
| | | | | | | Skew angle | | |
| | | | | | | 0 | | |
| | | | | | | Structure Flared | | |
| | | | | | | | | |
| | | | | | | Historical significance | | |
| | | | | | | Bridge is eligible for the NRHP. [2] | | |
| Total length | 11.6 m = 38.1 ft | | Length of maximum span | 11 m = 36.1 ft | | Deck width, out-to-out | 7.8 m = 25.6 ft | |
| | | | | | | Bridge roadway width, curb-to-curb | | |
| | | | | | | 6.3 m = 20.7 ft | | |
| Inventory Route, Total Horizontal Clearance | 6.3 m = 20.7 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 | Method to determine inventory rating | No rating analysis performed [5] | Inventory rating | 26.3 metric ton = 28.9 tons |
| 1.1 km = 0.7 mi | Method to determine operating rating | No rating analysis performed [5] | Operating rating | 52.6 metric ton = 57.9 tons |
| | Bridge posting | Equal to or above legal loads [5] | Design Load | M 13.5 / H 15 [2] |

Functional Details

| | | | | | | | | | | |
|---|---------------------------------------|----------------------------|---|---------------------------------------|--|----------------|------------------------------|------|------|------|
| Average Daily Traffic | 9358 | Average daily truck traffi | 4 | % | Year | 2008 | Future average daily traffic | 9906 | Year | 2013 |
| Road classification | Minor Arterial (Urban) [16] | Lanes on structure | 2 | | Approach roadway width | 11 m = 36.1 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 | | | Minimum vertical clearance over bridge roadway | 10 m = 32.8 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 | Work done by | Work to be done by contract [1] | | | | | | | | |
| Other structural work, including hydraulic replacements. [38] | Bridge improvement cost | 0 | Roadway improvement cost | 0 | | | | | | |
| | Length of structure improvement | 18 m = 59.1 ft | | Total project cost | 0 | | | | | |
| | 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="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="Equal to present desirable criteria [8]"/> |
| Condition ratings - substructure | <input type="text" value="Fair [5]"/> | 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 is scour critical; bridge foundations determined to be unstable. [3]"/> | | |
| Channel and channel protection | <input type="text" value="Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]"/> | | |
| Appraisal ratings - water adequacy | <input type="text" value="Equal to present minimum criteria [6]"/> | Status evaluation | <input type="text" value="Functionally obsolete [2]"/> |
| Pier or abutment protection | <input type="text"/> | Sufficiency rating | <input type="text" value="55.9"/> |
| 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" value="Inspected feature meets currently acceptable standards. [1]"/> | | |
| Traffic safety features - approach guardrail ends | <input type="text" value="Inspected feature meets currently acceptable standards. [1]"/> | | |
| Inspection date | <input type="text" value="August 2008 [0808]"/> | 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"/> |