

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] Penn [58808] PENN TOWNSHIP 44H07 39-49-40 = 39.827778 075-53-57 = - 75.899167  
 10659 Highway agency district 6 Owner County Highway Agency [02] Maintenance responsibility County Highway Agency [02]  
 Route 0 PUSEY MILL ROAD Toll On free road [3] Features intersected BIG ELK CREEK  
 Design - main Concrete continuous [2] Design - approach Stringer/Multi-beam or girder [02] Other [00] Kilometerpoint 0 km = 0.0 mi  
 1 Year built 1915 Year reconstructed N/A [0000] Skew angle 0 Structure Flared  
 Historical significance Bridge is not eligible for the NRHP. [5]  
 Total length 8.8 m = 28.9 ft Length of maximum span 7.3 m = 24.0 ft Deck width, out-to-out 6.5 m = 21.3 ft Bridge roadway width, curb-to-curb 3.8 m = 12.5 ft  
 Inventory Route, Total Horizontal Clearance 5.3 m = 17.4 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 Bituminous [6]  
 Deck protection  
 Type of membrane/wearing surface

**Weight Limits**

Bypass, detour length 0.5 km = 0.3 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 13 metric ton = 14.3 tons  
 Method to determine operating rating Load Factor(LF) [1] Operating rating 31 metric ton = 34.1 tons  
 Bridge posting Design Load

### 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                                  | Posted for load [P]   | Appraisal ratings - structural        | Meets minimum tolerable limits to be left in place as is [4]     |
| Condition ratings - superstructure                | Poor [4]  | Appraisal ratings - roadway alignment | Better than present minimum criteria [7]                         |
| Condition ratings - substructure                  | Fair [5]  | Appraisal ratings - deck geometry     | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - deck                          | Poor [4]  |                                       |  |
| Scour   | Bridge is scour critical; bridge foundations determined to be unstable. [3]   |                                       |  |
| Channel and channel protection                    | Bank and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. [4] |                                       |  |
| Appraisal ratings - water adequacy                | Better than present minimum criteria [7]  | Status evaluation                     | Structurally deficient [1]                                       |
| Pier or abutment protection                       |   | Sufficiency rating                    | 20.7   |
| 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                                   | January 2010 [0110]   | Designated inspection frequency       | 24 Months  |
| Underwater inspection                             | Not needed [N]  | Underwater inspection date            |  |
| Fracture critical inspection                      | Not needed [N]  | Fracture critical inspection date     |  |
| Other special inspection                          | Every year [Y12]  | Other special inspection date         | January 2010 [0110]  |