

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] Upper Oxford [79208] NR.LINCOLN UNIV. 44H10 39-48-47 = 39.813056 075-54-02 = - 75.900556
 10269 Highway agency district 6 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]
 Route 896 NEWARK ROAD Toll On free road [3] Features intersected EAST BRANCH BIG ELK CREE
 Design - main Concrete [1] Design - approach Other [00] Kilometerpoint 1495.6 km = 927.3 mi
 1 Arch - Deck [11] 0 Other [00] Year built 1922 Year reconstructed N/A [0000]
 Skew angle 0 Structure Flared
 Historical significance Bridge is not eligible for the NRHP. [5]
 Total length 18.3 m = 60.0 ft Length of maximum span 16.5 m = 54.1 ft Deck width, out-to-out 7.9 m = 25.9 ft Bridge roadway width, curb-to-curb 6.9 m = 22.6 ft
 Inventory Route, Total Horizontal Clearance 6.9 m = 22.6 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft
 Deck structure type 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 1 km = 0.6 mi Method to determine inventory rating No rating analysis performed [5] Inventory rating 32.7 metric ton = 36.0 tons
 Method to determine operating rating No rating analysis performed [5] Operating rating 49 metric ton = 53.9 tons
 Bridge posting Equal to or above legal loads [5] Design Load M 13.5 / H 15 [2]

Functional Details

| | | | | | | | | | | | |
|---|--|----------------------------|---|--|------|--|--|-----------------------------------|------|-----------------------------------|--|
| Average Daily Traffic | <input type="text" value="4489"/> | Average daily truck traffi | <input type="text" value="8"/> | % | Year | <input type="text" value="2012"/> | Future average daily traffic | <input type="text" value="5503"/> | Year | <input type="text" value="2032"/> | |
| Road classification | <input type="text" value="Minor Arterial (Urban) [16]"/> | | Lanes on structure | <input type="text" value="2"/> | | Approach roadway width | <input type="text" value="6.7 m = 22.0 ft"/> | | | | |
| Type of service on bridge | <input type="text" value="Highway [1]"/> | | Direction of traffic | <input type="text" value="2 - way traffic [2]"/> | | Bridge median | <input type="text"/> | | | | |
| Parallel structure designation | <input type="text" value="No parallel structure exists. [N]"/> | | | | | | | | | | |
| Type of service under bridge | <input type="text" value="Waterway [5]"/> | | Lanes under structure | <input type="text" value="0"/> | | Navigation control | <input type="text"/> | | | | |
| Navigation vertical clearanc | <input type="text" value="0 = N/A"/> | | Navigation horizontal clearance | <input type="text" value="0 = N/A"/> | | | | | | | |
| Minimum navigation vertical clearance, vertical lift bridge | <input type="text"/> | | Minimum vertical clearance over bridge roadway | <input type="text" value="99.99 m = 328.1 ft"/> | | | | | | | |
| Minimum lateral underclearance reference feature | <input type="text" value="Feature not a highway or railroad [N]"/> | | | | | | | | | | |
| Minimum lateral underclearance on right | <input type="text" value="0 = N/A"/> | | | | | Minimum lateral underclearance on left | <input type="text" value="0 = N/A"/> | | | | |
| Minimum Vertical Underclearance | <input type="text" value="0 = N/A"/> | | Minimum vertical underclearance reference feature | <input type="text" value="Feature not a highway or railroad [N]"/> | | | | | | | |
| Appraisal ratings - underclearances | <input type="text" value="N/A [N]"/> | | | | | | | | | | |

Repair and Replacement Plans

| | | | | | | | | | | |
|--|-----------------------------------|--|--------------------------|--------------------------------|---|----------------------|--|--|--|--|
| Type of work to be performed | Work done by | <input type="text" value="Work to be done by contract [1]"/> | | | | | | | | |
| <input type="text" value="Other structural work, including hydraulic replacements. [38]"/> | Bridge improvement cost | <input type="text" value="0"/> | Roadway improvement cost | <input type="text" value="0"/> | | | | | | |
| | Length of structure improvement | <input type="text" value="25 m = 82.0 ft"/> | | Total project cost | <input type="text" value="0"/> | | | | | |
| | Year of improvement cost estimate | <input type="text"/> | | | | | | | | |
| | Border bridge - state | <input type="text"/> | | | Border bridge - percent responsibility of other state | <input type="text"/> | | | | |
| | Border bridge - structure number | <input type="text"/> | | | | | | | | |

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 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 | <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="63.8"/> |
| 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"/> | | |
| Traffic safety features - approach guardrail ends | <input type="text"/> | | |
| Inspection date | <input type="text" value="July 2011 [0711]"/> | 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"/> |