

HistoricBridges.org - National Bridge Inventory Data Sheet

2010 Inventory

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]	West Vincent [84160]	E. & W. VINCENT TWP. 13H02	40-09-03 = 40.150833	075-37-45 = - 75.629167
157015049101940	Highway agency district 6	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0		SHEEDER MILL ROAD	Toll On free road [3]	Features intersected FRENCH CREEK	
Design - main	Aluminum, Wrought Iron or Cast Iron [9]	Design - approach		Kilometerpoint	0 km = 0.0 mi
1	Truss - Thru [10]	0	Other [00]	Year built	1887
				Year reconstructed	1960
				Skew angle	15
				Structure Flared	
				Historical significance	Bridge is eligible for the NRHP. [2]
Total length	26.8 m = 87.9 ft	Length of maximum span	25.6 m = 84.0 ft	Deck width, out-to-out	4.9 m = 16.1 ft
Inventory Route, Total Horizontal Clearance	4.5 m = 14.8 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft
Deck structure type	Wood or Timber [8]				
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	14.5 metric ton = 16.0 tons
0.8 km = 0.5 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	20.9 metric ton = 23.0 tons
	Bridge posting		Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	247	Average daily truck traffi		%	Year	2002	Future average daily traffic	600	Year	2000
Road classification	Local (Rural) [09]			Lanes on structure	1		Approach roadway width	4.3 m = 14.1 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	4 m = 13.1 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]		
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	0	Roadway improvement cost	0
	Length of structure improvement	34 m = 111.6 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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
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 protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]		
Appraisal ratings - water adequacy	Equal to present minimum criteria [6]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	24.1
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	September 2008 [0908]	Designated inspection frequency	24 Months
Underwater inspection	Every two years [Y24]	Underwater inspection date	September 2008 [0908]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	September 2008 [0908]
Other special inspection	Every two years [Y24]	Other special inspection date	September 2009 [0909]