

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.  
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**Basic Information**

Pennsylvania [42]		Chester County [029]		East Brandywine [20864]		E.BRANDYWINE TWP. 19F11		40-01-12 = 40.020000		075-46-50 = - 75.780556	
157015041502440		Highway agency district 6		Owner County Highway Agency [02]		Maintenance responsibility		County Highway Agency [02]			
Route 0		HADFIELD ROAD		Toll On free road [3]		Features intersected BEAVER CREEK					
Design - main Steel [3]		Design - approach		Kilometerpoint 0 km = 0.0 mi		Year built 1913		Year reconstructed N/A [0000]			
1 Girder and floorbeam system [03]		0 Other [00]		Skew angle 0		Structure Flared		Historical significance Historical significance is not determinable at this time. [4]			
Total length 14.3 m = 46.9 ft		Length of maximum span 13.4 m = 44.0 ft		Deck width, out-to-out 5.8 m = 19.0 ft		Bridge roadway width, curb-to-curb 4.9 m = 16.1 ft					
Inventory Route, Total Horizontal Clearance 4.8 m = 15.7 ft		Curb or sidewalk width - left 0 m = 0.0 ft		Curb or sidewalk width - right 0 m = 0.0 ft							
Deck structure type		Concrete Cast-in-Place [1]									
Type of wearing surface		Bituminous [6]									
Deck protection											
Type of membrane/wearing surface											

**Weight Limits**

Bypass, detour length 0.3 km = 0.2 mi		Method to determine inventory rating Load Testing [4]		Inventory rating 22.7 metric ton = 25.0 tons	
		Method to determine operating rating Load Testing [4]		Operating rating 38.1 metric ton = 41.9 tons	
Bridge posting 20.0 - 29.9 % below [2]		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	Good [7]	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 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	48.5
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	October 2008 [1008]	Designated inspection frequency	24 Months
Underwater inspection	Every two years [Y24]	Underwater inspection date	October 2008 [1008]
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Every two years [Y24]	Other special inspection date	October 2009 [1009]