HistoricBridges.org - National Bridge Inventory Data Sheet

2010 Inventory

The National Bridge Inventory contains data submitted by state transportion 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]	East Brandywine [20864]	NR.LR 137 SPUR E 19J05	40-03-24 = 40.056667	075-45-06 = -75.751667

154006006017710	Highway agency district: 6	Owner: State Highway Agency [01]	Maintenance responsibility: State Highway Agency [01]		
Route: 0		WASHINGTON ROAD	Toll: On free road [3]	Features intersected: CULBERTSON RUN	

Design - main: Masonry [8]		Design - approach:		Kilometerpoint: 235.8 km = 146.2 mi	
2	Arch - Deck [11]	0	Other [00]	Year built: 1903	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is eligible for the NRHP. [2]	

Total length: 11.9 m = 39.0 ft	Length of maximum span: 6.1 m = 20.0 ft	Deck width, out-to-out: 6.1 m = 20.0 ft	Bridge roadway width, curb-to-curb: 4.9 m = 16.1 ft		
Inventory Route, Total Horizontal Clearance: 4.9 m = 16.1 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: 0.8 km = 0.5 mi	Method to determine inventory rating: No rating analysis performed [5]	Inventory rating: 21.8 metric ton = 24.0 tons	
	Method to determine operating rating: No rating analysis performed [5]	Operating rating: 43.5 metric ton = 47.9 tons	
	Bridge posting: Equal to or above legal loads [5]	Design Load: M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	1645	Average daily truck traffi	9 %	Year	2010	Future average daily traffic	710
Year	2013						
Road classification	Local (Urban) [19]	Lanes on structure	1	Approach roadway width	4.9 m = 16.1 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	99.99 m = 328.1 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

Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]

Work done by	Work to be done by owner's forces [2]		
Bridge improvement cost	0	Roadway improvement cost	0
Length of structure improvement	18.3 m = 60.0 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	Open, no restriction [A]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructur	Poor [4]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Not Applicable [N]		

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 being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]

Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	48.8

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	May 2009 [0509]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y48]	Underwater inspection date	April 2005 [0405]
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	