

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] L.OXFORD;PENN TWPS.44G12 39-48-09 = 39.802500 075-54-17 = 75.904722  
 157015032200350 Highway agency district 6 Owner County Highway Agency [02] Maintenance responsibility County Highway Agency [02]  
 Route 0 ELKVIEW ROAD Toll On free road [3] Features intersected BIG ELK CREEK  
 Design - main Aluminum, Wrought Iron or Cast Iron [9] Design - approach Other [00] Kilometerpoint 0 km = 0.0 mi  
 1 Truss - Thru [10] 0 Year built 1892 Year reconstructed N/A [0000]  
 Skew angle 0 Structure Flared  
 Historical significance Historical significance is not determinable at this time. [4]  
 Total length 15.8 m = 51.8 ft Length of maximum span 15.8 m = 51.8 ft Deck width, out-to-out 4.9 m = 16.1 ft Bridge roadway width, curb-to-curb 4.6 m = 15.1 ft  
 Inventory Route, Total Horizontal Clearance 4.6 m = 15.1 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft  
 Deck structure type Wood or Timber [8]  
 Type of wearing surface Bituminous [6]  
 Deck protection  
 Type of membrane/wearing surface Preformed Fabric [2]

**Weight Limits**

Bypass, detour length 0.6 km = 0.4 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 9.1 metric ton = 10.0 tons  
 Method to determine operating rating Load Factor(LF) [1] Operating rating 15.4 metric ton = 16.9 tons  
 Bridge posting Design Load M 13.5 / H 15 [2]

### Functional Details

Average Daily Traffic	126	Average daily truck traffi	6	%	Year	2008	Future average daily traffic	500	Year	2000
Road classification	Local (Rural) [09]		Lanes on structure	2		Approach roadway width	4.9 m = 16.1 ft			
Type of service on bridge	Highway [1]		Direction of traffic	2 - way traffic [2]		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	10 m = 32.8 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]	
Other structural work, including hydraulic replacements. [38]	Bridge improvement cost	0	Roadway improvement cost	0
	Length of structure improvement	20 m = 65.6 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	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Very Good [8]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]		
Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	28.2
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	Every two years [Y24]	Underwater inspection date	May 2006 [0506]
Fracture critical inspection	Unknown [N00]	Fracture critical inspection date	
Other special inspection	Every year [Y12]	Other special inspection date	