

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]	Birmingham [06544]	1MI.TO ROUTE 282 40G06	39-54-52 = 39.914444	075-37-50 = - 75.630556
150052014007840	Highway agency district 6	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 52	LENAPE ROAD	Toll On free road [3]	Features intersected BRANDYWINE CREEK FLOOD		
Design - main 7	Masonry [8] Arch - Deck [11]	Design - approach 0	Other [00]	Kilometerpoint 1149.2 km = 712.5 mi	Year built 1912
				Year reconstructed 1980	Skew angle 0
				Structure Flared	Historical significance Bridge is eligible for the NRHP. [2]
Total length 93.9 m = 308.1 ft	Length of maximum span 13.4 m = 44.0 ft	Deck width, out-to-out 6.7 m = 22.0 ft	Bridge roadway width, curb-to-curb 6.4 m = 21.0 ft		
Inventory Route, Total Horizontal Clearance 6.4 m = 21.0 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	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 1.9 km = 1.2 mi	Method to determine inventory rating No rating analysis performed [5]	Inventory rating 29.9 metric ton = 32.9 tons
	Method to determine operating rating No rating analysis performed [5]	Operating rating 49.9 metric ton = 54.9 tons
Bridge posting Equal to or above legal loads [5]	Design Load M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	9436	Average daily truck traffi	4	%	Year	2009	Future average daily traffic	11782	Year	2013
Road classification	Minor Arterial (Urban) [16]		Lanes on structure	2		Approach roadway width	7.3 m = 24.0 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	Highway-waterway [6]		Lanes under structure	2		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	Highway beneath structure [H]									
Minimum lateral underclearance on right	86 m = 282.2 ft					Minimum lateral underclearance on left	0 = N/A			
Minimum Vertical Underclearance	3 m = 9.8 ft		Minimum vertical underclearance reference feature	Highway beneath structure [H]						
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrective action [3]									

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	104 m = 341.2 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	Open, no restriction [A]	Appraisal ratings - structural	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	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	Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]		
Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	47.3
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	June 2008 [0608]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	