

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]	Newlin [53784]	NEWLIN TOWNSHIP 38K01	40-03-00 = 40.050000	075-51-04 = - 75.851111
157015037600920	Highway agency district 6	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	LAUREL ROAD	Toll On free road [3]	Features intersected W BR BRANDYWINE CREEK		
Design - main Concrete [1]	Design - approach	Kilometerpoint 0 km = 0.0 mi			
3	Other [00]	0	Other [00]	Year built 1926	Year reconstructed N/A [0000]
				Skew angle 0	Structure Flared
				Historical significance Historical significance is not determinable at this time. [4]	
Total length 41.5 m = 136.2 ft	Length of maximum span 11.9 m = 39.0 ft	Deck width, out-to-out 6.6 m = 21.7 ft	Bridge roadway width, curb-to-curb 5 m = 16.4 ft		
Inventory Route, Total Horizontal Clearance 5 m = 16.4 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 0.6 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	666	Average daily truck traffi	7	%	Year	2009	Future average daily traffic	866	Year	2019
Road classification	Local (Rural) [09]		Lanes on structure	2		Approach roadway width	4.6 m = 15.1 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]		
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	52 m = 170.6 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 replacement [2]
Condition ratings - superstructure	Fair [5]	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	Fair [5]		
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 and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. [4]		
Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	15
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	Every two years [Y24]	Underwater inspection date	June 2008 [0608]
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Every two years [Y24]	Other special inspection date	June 2009 [0609]