

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] Wallace [80616] WALLACE TOWNSHIP 19J01 40-04-39 = 40.077500 075-45-37 = - 75.760278
 157015040901380 Highway agency district: 6 Owner County Highway Agency [02] Maintenance responsibility County Highway Agency [02]
 Route 0 DEVEREUX ROAD Toll On free road [3] Features intersected EAST BR.BRANDYWINE 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 Other [00] Year built 1877 Year reconstructed 1995
 Skew angle 0 Structure Flared
 Historical significance Historical significance is not determinable at this time. [4]
 Total length 23.8 m = 78.1 ft Length of maximum span 23.2 m = 76.1 ft Deck width, out-to-out 5.3 m = 17.4 ft Bridge roadway width, curb-to-curb 4.1 m = 13.5 ft
 Inventory Route, Total Horizontal Clearance 4.4 m = 14.4 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft
 Deck structure type 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 0.8 km = 0.5 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 22.7 metric ton = 25.0 tons
 Method to determine operating rating Load Factor(LF) [1] Operating rating 33.6 metric ton = 37.0 tons
 Bridge posting 10.0 - 19.9 % below [3] Design Load M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	421	Average daily truck traffi	3	%	Year	2008	Future average daily traffic	550	Year	1992
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	4.6 m = 15.1 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	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	30 m = 98.4 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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
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 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	Superior to present desirable criteria [9]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	51.9
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends			
Inspection date	November 2008 [1108]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [N00]	Underwater inspection date	
Fracture critical inspection	Unknown [N00]	Fracture critical inspection date	
Other special inspection	Every two years [Y24]	Other special inspection date	