

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]		Montgomery County [091]		Upper Salford [79280]		SALFORD 14C01		40-17-54 = 40.298333		075-27-26 = - 75.457222	
461024004000000		Highway agency district 6		Owner State Highway Agency [01]		Maintenance responsibility		State Highway Agency [01]			
Route 0		SALFORD STATION RD		Toll On free road [3]		Features intersected PERKIOMEN CREEK					
Design - main Steel [3]		Design - approach		Kilometerpoint 274.1 km = 169.9 mi		Year built 1933		Year reconstructed N/A [0000]			
3		Girder and floorbeam system [03]		0		Other [00]		Skew angle 0		Structure Flared	
						Historical significance Bridge is not eligible for the NRHP. [5]					
Total length 82.3 m = 270.0 ft		Length of maximum span 27.1 m = 88.9 ft		Deck width, out-to-out 8.5 m = 27.9 ft		Bridge roadway width, curb-to-curb 6 m = 19.7 ft					
Inventory Route, Total Horizontal Clearance 6.1 m = 20.0 ft		Curb or sidewalk width - left 1.1 m = 3.6 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 0.8 km = 0.5 mi		Method to determine inventory rating		Load Factor(LF) [1]		Inventory rating 2.7 metric ton = 3.0 tons	
		Method to determine operating rating		Load Factor(LF) [1]		Operating rating 4.5 metric ton = 5.0 tons	
Bridge posting				Design Load M 13.5 / H 15 [2]			

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

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	Critical [2]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Serious [3]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - deck	Serious [3]		
Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]		
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	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	13.5
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	Inspected feature meets currently acceptable standards. [1]		
Inspection date	November 2008 [1108]	Designated inspection frequency	6 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	

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] Montgomery County [091] Upper Salford [79280] Salford 14D01 40-17-53 = 40.298056 075-27-21 = - 75.455833
 461024004004640 Highway agency district 6 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]
 Route 0 Salford Station Rd Toll On free road [3] Features intersected MILL RACE
 Design - main Steel [3] Design - approach Other [00] Kilometerpoint 274.1 km = 169.9 mi
 1 Stringer/Multi-beam or girder [02] 0 Other [00] Year built 1933 Year reconstructed N/A [0000]
 Skew angle 50 Structure Flared
 Historical significance Bridge is not eligible for the NRHP. [5]
 Total length 13.1 m = 43.0 ft Length of maximum span 12.2 m = 40.0 ft Deck width, out-to-out 8.2 m = 26.9 ft Bridge roadway width, curb-to-curb 6.1 m = 20.0 ft
 Inventory Route, Total Horizontal Clearance 6.1 m = 20.0 ft Curb or sidewalk width - left 1.2 m = 3.9 ft Curb or sidewalk width - right 0.2 m = 0.7 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 0.8 km = 0.5 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 11.8 metric ton = 13.0 tons
 Method to determine operating rating Load Factor(LF) [1] Operating rating 20.9 metric ton = 23.0 tons
 Bridge posting Design Load M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

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

Meets minimum tolerable limits to be left in place as is [4]

Condition ratings - superstructure

Poor [4]

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

Meets minimum tolerable limits to be left in place as is [4]

Condition ratings - deck

Poor [4]

Scour

Bridge is scour critical; bridge foundations determined to be unstable. [3]

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

Better than present minimum criteria [7]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

21

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

Inspected feature meets currently acceptable standards. [1]

Inspection date

September 2008 [0908]

Designated inspection frequency

12

Months

Underwater inspection

Unknown [Y48]

Underwater inspection date

August 2005 [0805]

Fracture critical inspection

Not needed [N]

Fracture critical inspection date

Other special inspection

Not needed [N]

Other special inspection date