

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]		Upper Oxford [79208]		UPPER OXFORD TWP. 43E03		39-50-49 = 39.846944		075-59-14 = -75.987222	
157015032000210		Highway agency district: 6		Owner County Highway Agency [02]		Maintenance responsibility		County Highway Agency [02]			
Route 0		WATERMARK ROAD		Toll On free road [3]		Features intersected MUDDY RUN CREEK					
Design - main Steel [3]		Design - approach		Kilometerpoint 0 km = 0.0 mi		Year built 1915		Year reconstructed N/A [0000]			
1 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 16.5 m = 54.1 ft		Length of maximum span 15.8 m = 51.8 ft		Deck width, out-to-out 6.1 m = 20.0 ft		Bridge roadway width, curb-to-curb 5.4 m = 17.7 ft					
Inventory Route, Total Horizontal Clearance 5.4 m = 17.7 ft		Curb or sidewalk width - left 0.4 m = 1.3 ft		Curb or sidewalk width - right 0.4 m = 1.3 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 12.7 metric ton = 14.0 tons	
		Method to determine operating rating		Load Factor(LF) [1]		Operating rating 21.8 metric ton = 24.0 tons	
Bridge posting		30.0 - 39.9 % below [1]		Design Load		M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	134	Average daily truck traffi	11	%	Year	2008	Future average daily traffic	250	Year	2000
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	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	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	<input type="text" value="Posted for load [P]"/>	Appraisal ratings - structural	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - superstructure	<input type="text" value="Poor [4]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - substructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Fair [5]"/>		
Scour	<input type="text" value="Bridge is scour critical; bridge foundations determined to be unstable. [3]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Superior to present desirable criteria [9]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="24.2"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="March 2009 [0309]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Not needed [N]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Every year [Y12]"/>	Other special inspection date	<input type="text"/>