

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]		Kennett [39344]	KENNETT TOWNSHIP 47E11		39-48-40 = 39.811111	075-42-48 = - 75.713333
157015040802360		Highway agency district	6	Owner	County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route	0	CHANDLER MILL ROAD		Toll	On free road [3]	Features intersected	WEST BR RED CLAY CREEK	
Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi			
	1		Girder and floorbeam system [03]	0	Other [00]	Year built	1910	Year reconstructed
				Skew angle	0	Structure Flared		
				Historical significance	Bridge is on the NRHP. [1]			
Total length	14.3 m = 46.9 ft		Length of maximum span	13.4 m = 44.0 ft		Deck width, out-to-out	5.5 m = 18.0 ft	
Inventory Route, Total Horizontal Clearance	4.8 m = 15.7 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	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	10.9 metric ton = 12.0 tons
0.6 km = 0.4 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	18.1 metric ton = 19.9 tons
	Bridge posting		Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	849	Average daily truck traffi		%	Year	2003	Future average daily traffic	550	Year	2010
Road classification	Local (Rural) [09]			Lanes on structure	1		Approach roadway width	6.4 m = 21.0 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	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	18 m = 59.1 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	Poor [4]	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 corrective action [3]
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 minimum criteria [6]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	16.4
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	April 2009 [0409]	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	April 2009 [0409]