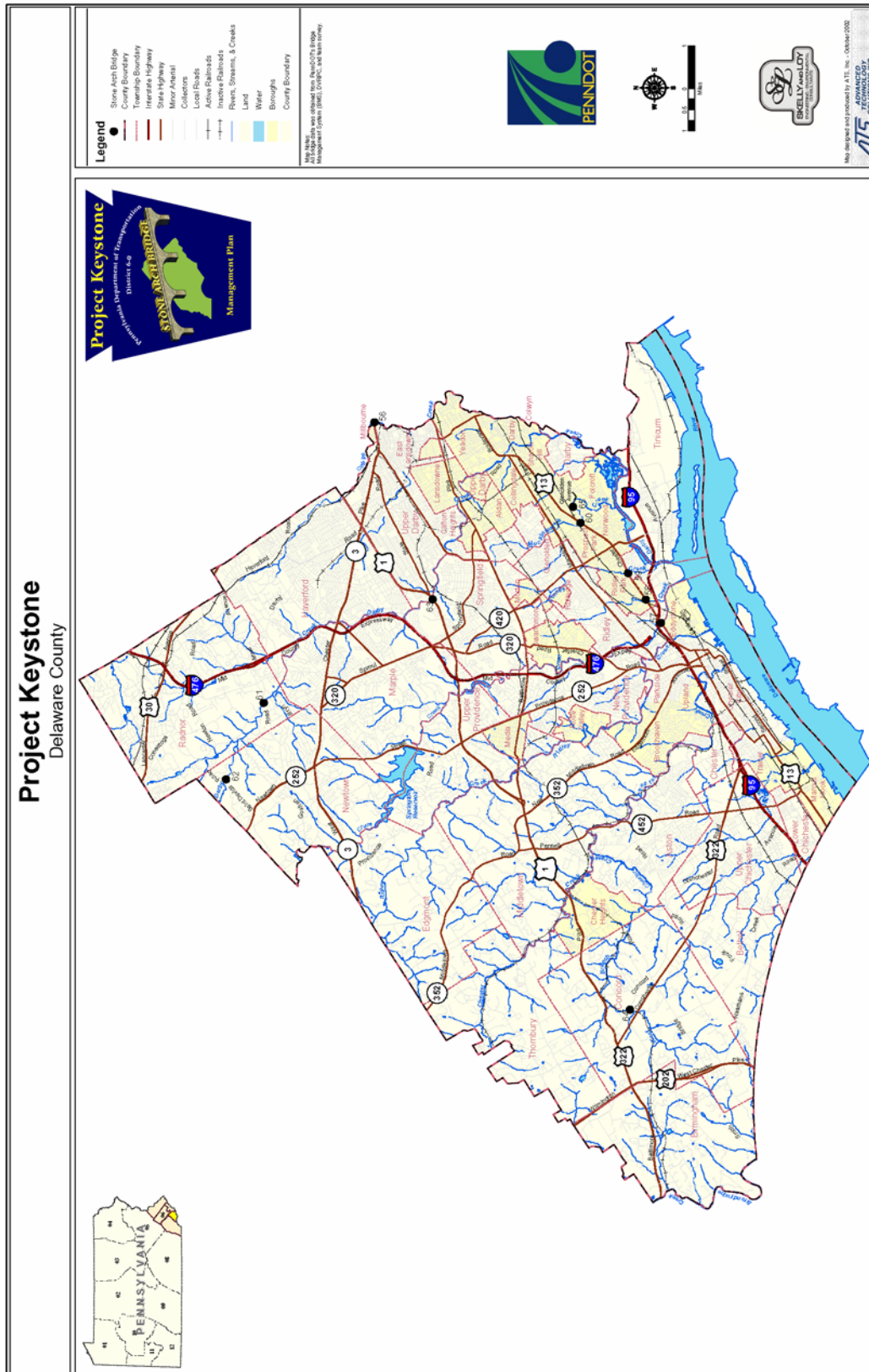


**APPENDIX D -
DELAWARE COUNTY BRIDGE INVENTORY**

APPENDIX D DELAWARE COUNTY BRIDGE INVENTORY



BRIDGE NO. 56

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN

ENVIRONMENTAL QUALITY ASSURANCE DIVISION

PENNSYLVANIA HISTORIC BRIDGE INVENTORY & EVALUATION

BMS # : 23000302402055

DIST: 6

UTM: 18/478790/4423507

OLD BMS # : 23000302402236

CTY: DELAWARE

OWNER: COMBINATION

MUNICIPALITY : UPPER DARBY

LOCATION : DELAWARE/PHILADELPHIA LINE

FACILITY CARRIED : SR 3 (WEST CHESTER PIKE/MARKET STREET)

NAME/FEATURE INTERSECTED : SR 3 OVER COBBS CREEK/SEPTA

TYPE : CLOSED SPANDREL ARCH

DESIGN :

MATERIAL : STONE

#SPANS : 2

LENGTH : 56 (17.1 m)

WIDTH : 74.9 (22.8 m)

YR BUILT : 1900

ALTERATION : 1907

SOURCE : TURNPIKE HISTORY

DESIGNER/BUILDER : PHILADELPHIA & W. CHESTER TURNPIKE CO

CURRENT NATIONAL REGISTER INDIVIDUAL ELIGIBILITY : Eligible

CURRENT NATIONAL REGISTER CONTRIBUTING STATUS : Not Contributing

The Upper Darby, West Chester Pike Bridge is owned by a combination of different entities and is ranked 108th.

Condition Code = 48 - moderate

Transportation Code = 45 - moderate

Waterway Adequacy Code = 59 – high

Cost to Rehabilitate or Replace Code = 25 - very low

Anticipated Development Code = 38 - very low

Recreational, Historical, and Cultural Values Code = 50 - moderate

Public Input Code = 42 – low

This bridge is not recommended for long-term preservation. It ranks in the lowest third of the stone arch bridge population under study in this plan. It has a moderate condition code, a result of extensive scour and loose stones. Its transportation code borders on low, a result of high traffic volumes. The bridge stands in an area of high development potential, and its already high traffic volumes will increase. The bridge would be relatively expensive to rehabilitate to its historic appearance, a result of several alterations (it has been widened at least twice). Its waterway is adequate. The bridge is individually eligible for listing in the National Register of Historic Places and it is near a greenway; its values code is moderate. The bridge has received limited public support (two questionnaires).

Recommendation: Not recommended for long-term preservation.



BRIDGE NO. 57

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 BUREAU OF DESIGN
 ENVIRONMENTAL QUALITY ASSURANCE DIVISION

PENNSYLVANIA HISTORIC BRIDGE INVENTORY & EVALUATION

BMS # : 23001301500000 **DIST:** 6 **UTM:** 18/470955/4422053
OLD BMS # : **CTY:** DELAWARE **OWNER:** PENNDOT
MUNICIPALITY : EDDYSTONE **LOCATION :** . EDDYSTONE-RIDLEY LINE
FACILITY CARRIED : US 13 (CHESTER PIKE)
NAME/FEATURE INTERSECTED : US 13 OVER CRUM CREEK
TYPE : CLOSED SPANDREL ARCH **DESIGN :**
MATERIAL : STONE
#SPANS : 2 **LENGTH :** 50 (15.2 m) **WIDTH :** 72.3 (22.0 m)
YR BUILT : 1825CA **ALTERATION :** 1915CA, 1926 **SOURCE :** STYLE
DESIGNER/BUILDER :
CURRENT NATIONAL REGISTER INDIVIDUAL ELIGIBILITY : Not Eligible
CURRENT NATIONAL REGISTER CONTRIBUTING STATUS : Not Contributing

The Eddystone, Chester Pike Bridge is owned by PennDOT and is ranked 124th.

Condition Code = 48 – moderate
 Transportation Code = 45 - moderate
 Waterway Adequacy Code = 40 – low
 Cost to Rehabilitate or Replace Code = 26 - very low
 Anticipated Development Code = 28 - very low
 Recreational, Historical, and Cultural Values Code = 34 - very low
 Public Input Code = 35 – very low

This bridge is not recommended for long-term preservation. It is among the lowest ranked of all the stone arch bridges under study in this plan. The bridge lacks historic integrity. It has been encased in concrete and has a steel beam added to one side. Because of its many alterations, the cost to rehabilitate the bridge to its historic fabric and form is high. Its waterway is inadequate, leading to occasional flooding. Waterway adequacy is virtually impossible to correct; it is a function of the size of the arch barrel, the bridge's main structural element, which cannot be widened. The bridge's transportation code is moderate, a result of high traffic volumes. Its setting is in a largely urban area, with traffic likely to increase in the future; therefore, its development code is very low. The bridge is not listed in or eligible for listing in the National Register of Historic Places individually or as part of a historic district, and it is not part of a park, natural area, or greenway. The bridge has received no public comment.

Recommendation: Not recommended for long-term preservation.



BRIDGE NO. 58

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 BUREAU OF DESIGN
 ENVIRONMENTAL QUALITY ASSURANCE DIVISION

PENNSYLVANIA HISTORIC BRIDGE INVENTORY & EVALUATION

BMS # : 23001301600879 **DIST:** 6 **UTM:** 18/471635/4413356
OLD BMS # : **CTY:** DELAWARE **OWNER:** PENNDOT
MUNICIPALITY : RIDLEY PARK **LOCATION :** WEST RIDLEY PARK
FACILITY CARRIED : US 13 (CHESTER PIKE)
NAME/FEATURE INTERSECTED : US 13 OVER LITTLE CRUM CREEK
TYPE : CLOSED SPANDREL ARCH **DESIGN :**
MATERIAL : STONE
#SPANS : 1 **LENGTH :** 17 (5.2 m) **WIDTH :** 61.5 (18.7 m)
YR BUILT : 1825CA **ALTERATION :** 1926 **SOURCE :** STYLE
DESIGNER/BUILDER :
CURRENT NATIONAL REGISTER INDIVIDUAL ELIGIBILITY : Not Eligible
CURRENT NATIONAL REGISTER CONTRIBUTING STATUS : Not Contributing

The Ridley Park, Chester Pike Bridge is owned by PennDOT and is ranked 116th.

Condition Code = 59 –high
 Transportation Code = 45 - moderate
 Waterway Adequacy Code = 40 – low
 Cost to Rehabilitate or Replace Code = 31 - very low
 Anticipated Development Code = 48 - moderate
 Recreational, Historical, and Cultural Values Code = 33 - very low
 Public Input Code = 35 - very low

This bridge is not recommended for long-term preservation. It is one of the lowest ranked stone arch bridges under study in this plan. It has been widened on both sides with concrete, and stone is visible only in the center of the arch barrel; it has the appearance of a concrete arch bridge. Because of its alterations, the bridge would be expensive to rehabilitate to its historic fabric and form. Its waterway is inadequate, leading to occasional flooding. Waterway adequacy is virtually impossible to correct; it is a function of the size of the arch barrel, the bridge's main structural element, which cannot be widened. Its transportation code borders on low, a result of high traffic volumes. Located in an area of moderate development potential, its traffic would be expected to increase in the future, exacerbating an already low transportation code. The bridge is not listed in or eligible for listing in the National Register of Historic Places individually or as part of a historic district, and it is not part of a park, natural area, or greenway; its values code is very low. The bridge received no public comment.

Recommendation: Not recommended for long-term preservation.



BRIDGE NO: 59

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 BUREAU OF DESIGN
 ENVIRONMENTAL QUALITY ASSURANCE DIVISION

PENNSYLVANIA HISTORIC BRIDGE INVENTORY & EVALUATION

BMS # : 23001301800000 **DIST:** 6 **UTM:** 18/472778/4414092
OLD BMS # : **CTY:** DELAWARE **OWNER:** PENNDOT
MUNICIPALITY : RIDLEY **LOCATION :** 0.7 MILE S OF SR 420
FACILITY CARRIED : US 13 (CHESTER PIKE)
NAME/FEATURE INTERSECTED : US 13 OVER STONEY BROOK CREEK
TYPE : CLOSED SPANDREL ARCH **DESIGN :**
MATERIAL : STONE
#SPANS : 1 **LENGTH :** 20 (6.1 m) **WIDTH :** 63.5 (19.4 m)
YR BUILT : 1825CA **ALTERATION :** 1915CA, 1926 **SOURCE :** STYLE
DESIGNER/BUILDER :
CURRENT NATIONAL REGISTER INDIVIDUAL ELIGIBILITY : Not Eligible
CURRENT NATIONAL REGISTER CONTRIBUTING STATUS : Not Contributing

The Ridley, Chester Pike Bridge is owned by PennDOT and is ranked 107th.

Condition Code = 55 - high
 Transportation Code = 45 - moderate
 Waterway Adequacy Code = 59 – high
 Cost to Rehabilitate or Replace Code = 32 - very low
 Anticipated Development Code = 48 - moderate
 Recreational, Historical, and Cultural Values Code = 34 - very low
 Public Input Code = 35 - very low

This bridge is not recommended for long-term preservation. It is one of the lowest ranked stone arch bridges under study in this plan. It has been encased with concrete, and stone is visible only in the center of the arch barrel; it appears to be a concrete arch bridge. Because of its alterations, it would be expensive to rehabilitate the bridge to its historic fabric and form. The bridge's transportation code borders on low, a result of high traffic volumes. Located in an area of moderate development potential, its traffic would be expected to increase in the future. The bridge is not listed in or eligible for listing in the National Register of Historic Places individually or as part of a historic district, and it is not part of a park, natural area, or greenway; its values code is very low. The bridge received no public comment.

Recommendation: Not recommended for long-term preservation.



BRIDGE NO. 60

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 BUREAU OF DESIGN
 ENVIRONMENTAL QUALITY ASSURANCE DIVISION

PENNSYLVANIA HISTORIC BRIDGE INVENTORY & EVALUATION

BMS # : 23001302002035 **DIST:** 6 **UTM:** 18/474779/4415750
OLD BMS # : **CTY:** DELAWARE **OWNER:** PENNDOT
MUNICIPALITY : GLENOLDEN **LOCATION :** 1 MI NORTH OF PA 420
FACILITY CARRIED : US 13 (CHESTER PIKE)
NAME/FEATURE INTERSECTED : US 13 OVER MUCKINIPATTUS CREEK
TYPE : CLOSED SPANDREL ARCH **DESIGN :**
MATERIAL : STONE
#SPANS : 1 **LENGTH :** 28 (8.5 m) **WIDTH :** 67.5 (20.6 m)
YR BUILT : 1825CA **ALTERATION :** 1925 **SOURCE :** STYLE
DESIGNER/BUILDER :
CURRENT NATIONAL REGISTER INDIVIDUAL ELIGIBILITY : Not Eligible
CURRENT NATIONAL REGISTER CONTRIBUTING STATUS : Not Contributing

The Glenolden, Chester Pike Bridge is owned by PennDOT and is ranked 117th.

Condition Code = 63 – very high
 Transportation Code = 45 - moderate
 Waterway Adequacy Code = 40 – low
 Cost to Rehabilitate or Replace Code = 27 - very low
 Anticipated Development Code = 48 - moderate
 Recreational, Historical, and Cultural Values Code = 33 – very low
 Public Input Code = 35 - very low

This bridge is not recommended for long-term preservation. It is one of the lowest ranked stone arch bridges under study in this plan. It has been encased with concrete, and stone is visible only in the center of the arch barrel; it appears to be a concrete arch bridge. Because of its alterations, it would be expensive to rehabilitate the bridge to its historic fabric and form. The bridge's transportation code borders on low, a result of high traffic volumes. Located in an area of moderate development potential, its traffic would be expected to increase in the future. The bridge is not listed in or eligible for listing in the National Register of Historic Places individually or as part of a historic district, and it is not part of a park, natural area, or greenway. Its values code is very low. The bridge received no public comment.

Recommendation: Not recommended for long-term preservation.



BRIDGE NO. 61

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 BUREAU OF DESIGN
 ENVIRONMENTAL QUALITY ASSURANCE DIVISION

PENNSYLVANIA HISTORIC BRIDGE INVENTORY & EVALUATION

BMS # : 23103400603474 **DIST:** 6 **UTM:** 18/468275/4427983
OLD BMS # : **CTY:** DELAWARE **OWNER:** PENNDOT
MUNICIPALITY : RADNOR **LOCATION :** SW RADNOR TOWNSHIP
FACILITY CARRIED : GOSHEN ROAD
NAME/FEATURE INTERSECTED : GOSHEN ROAD OVER DARBY CREEK
TYPE : CLOSED SPANDREL ARCH **DESIGN :**
MATERIAL : STONE
#SPANS : 3 **LENGTH :** 84 (25.6 m) **WIDTH :** 28.8 (8.8 m)
YR BUILT : 1905 **ALTERATION :** 1990CA **SOURCE :** PLAQUE
DESIGNER/BUILDER : THEOPHILUS P. CHANDLER/J. A. MORRIS
CURRENT NATIONAL REGISTER INDIVIDUAL ELIGIBILITY : Listed 6/22/88
CURRENT NATIONAL REGISTER CONTRIBUTING STATUS: Not Contributing

The Radnor, Goshen Road Bridge is owned by PennDOT and is ranked 47th.

Condition Code = 44 - low
 Transportation Code = 45 - moderate
 Waterway Adequacy Code = 59 -high
 Cost to Rehabilitate or Replace Code = 58 - high
 Anticipated Development Code = 58 - high
 Recreational, Historical, and Cultural Values Code = 54 - high
 Public Input Code = 42 - very low

This bridge is recommended for long-term preservation. PennDOT has agreed to make a short-term commitment to the bridge. In 2007, the arch barrels will be repaired, and the abutments, piers, and all wing walls will be repointed. This should improve the bridge's low condition code. Its transportation code is moderate, bordering on low, a result of high volumes of traffic. However, the bridge stands in an area of low development potential, and it is relatively wide for a stone arch bridge; therefore, it should be able to carry its traffic for some time. Waterway adequacy is high. The bridge has integrity, making it relatively inexpensive to rehabilitate its historic fabric and form. The bridge is listed in the National Register of Historic Place, but it is not within or near a greenway, natural area, or park. The bridge has received some public comment (two emails).

Recommendation: Recommended for long-term preservation.



BRIDGE NO. 62

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 BUREAU OF DESIGN
 ENVIRONMENTAL QUALITY ASSURANCE DIVISION

PENNSYLVANIA HISTORIC BRIDGE INVENTORY & EVALUATION

BMS # : 23104600400126 **DIST:** 6 **UTM:** 18/466152/4430582
OLD BMS # : 23104600400102 **CTY:** DELAWARE **OWNER:** PENNDOT
MUNICIPALITY : NEWTOWN **LOCATION :** 1 MILE WEST OF NEWTOWN ROAD
FACILITY CARRIED : ST. DAVIDS ROAD (BROOKE ROAD)
NAME/FEATURE INTERSECTED : ST. DAVIDS ROAD OVER DARBY CREEK
TYPE : CLOSED SPANDREL ARCH **DESIGN :**
MATERIAL : STONE
#SPANS : 1 **LENGTH :** 26 (7.9 m) **WIDTH :** 28 (8.5 m)
YR BUILT : 1810 **ALTERATION :** 1960CA **SOURCE :** PLAQUE
DESIGNER/BUILDER : THOMAS WELCH
CURRENT NATIONAL REGISTER INDIVIDUAL ELIGIBILITY : Not Eligible
CURRENT NATIONAL REGISTER CONTRIBUTING STATUS : Not Contributing

The Newtown, St. David's Road Bridge is owned by PennDOT and is ranked 95th.

Condition Code = 48 - moderate
 Transportation Code = 43 - low
 Waterway Adequacy Code = 53 – moderate
 Cost to Rehabilitate or Replace Code = 39 - very low
 Anticipated Development Code = 58 - high
 Recreational, Historical, and Cultural Values Code = 51 - moderate
 Public Input Code = 35 – very low

This bridge is not recommended for long-term preservation. Although the bridge contributes to a local historic district, it is ranked in the lowest third of all stone arch bridges under study in this plan, and it was previously placed on the Transportation Improvement Program (TIP) to be replaced. High traffic volumes and poor sight distances at the approaches result in a low transportation code. The bridge would be relatively expensive to rehabilitate to its historic fabric and form, as portions of the bridge have been encased in concrete and concrete has also been added to the buttresses. The waterway is adequate, but the bridge has experienced scour problems, resulting in a moderate condition code. The bridge stands in an area with low potential for development; its traffic is not expected to increase substantially in the future. However, the bridge has received no public comment, and it is not listed in or eligible for listing in the National Register of Historic Places individually or as part of a historic district.

Recommendation: Not recommended for long-term preservation.



BRIDGE NO. 63

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 BUREAU OF DESIGN
 ENVIRONMENTAL QUALITY ASSURANCE DIVISION

PENNSYLVANIA HISTORIC BRIDGE INVENTORY & EVALUATION

BMS # : 23201601700000 **DIST:** 6 **UTM:** 18/475790/4420001
OLD BMS # : **CTY:** DELAWARE **OWNER:** PENNDOT
MUNICIPALITY : CLIFTON HEIGHTS **LOCATION :** LANSDOWNE LINE
FACILITY CARRIED : BALTIMORE PIKE (OLD US 1)
NAME/FEATURE INTERSECTED : BALTIMORE PIKE OVER DARBY CREEK
TYPE : CLOSED SPANDREL ARCH **DESIGN :**
MATERIAL : STONE
#SPANS : 3 **LENGTH :** 72 (21.9 m) **WIDTH :** 49.5 (15.1 m)
YR BUILT : 1815CA **ALTERATION :** 1919 **SOURCE :** TURNPIKE HISTORY
DESIGNER/BUILDER : ALBERT DAMON/WILLIAM G. JUST (1919)
CURRENT NATIONAL REGISTER INDIVIDUAL ELIGIBILITY : Not Eligible
CURRENT NATIONAL REGISTER CONTRIBUTING STATUS : Not Contributing

The Clifton Heights, Baltimore Pike Bridge is owned by PennDOT and is ranked 115th.

Condition Code = 63 – very high
 Transportation Code = 45 - moderate
 Waterway Adequacy Code = 40 – low
 Cost to Rehabilitate or Replace Code = 31 - very low
 Anticipated Development Code = 48 - moderate
 Recreational, Historical, and Cultural Values Code = 35 - very low
 Public Input Code = 35 – very low

This bridge is not recommended for long-term preservation. It ranks in the lowest third of all of the stone arch bridges under study in this plan. The bridge has been extensively modified, including widening with concrete and the placement of concrete parapets. Consequently, it would be relatively expensive to rehabilitate the bridge to its historic fabric and form. Its inadequate waterway openings result in local flooding on a frequent basis, which is a problem for nearby residents. Waterway inadequacy is difficult to fix on a stone arch bridge; it is a function of the size of the arch barrel, the major structural element of the bridge. Widening the opening would require the bridge to be rebuilt. It has a transportation code bordering on low, a result of high traffic volumes and some sight-distance deficiencies. Traffic could increase in the future, exacerbating the already low transportation code. The bridge is not listed in or eligible for listing in the National Register of Historic Places individually or as part of a historic district, and it is not part of a park, natural area, or greenway. The bridge received little public comment; in fact, this bridge is the only bridge to be identified in a negative manner by a local resident, relating to the frequent flooding caused by the inadequate waterway. The person asked that it be replaced immediately to alleviate the frequent flooding problems (one questionnaire).

Recommendation: Not recommended for long-term preservation.



BRIDGE NO. 64

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 BUREAU OF DESIGN
 ENVIRONMENTAL QUALITY ASSURANCE DIVISION

PENNSYLVANIA HISTORIC BRIDGE INVENTORY & EVALUATION

BMS # : 23300701300000 **DIST:** 6 **UTM:** 18/456104/4414354
OLD BMS # : **CTY:** DELAWARE **OWNER:** PENNDOT
MUNICIPALITY : CONCORD **LOCATION :** 0.7 MILE SOUTH OF CONCORDVILLE
FACILITY CARRIED : CONCORD ROAD
NAME/FEATURE INTERSECTED : CONCORD ROAD OVER CHESTER CREEK
TYPE : CLOSED SPANDREL ARCH **DESIGN :**
MATERIAL : STONE
#SPANS : 1 **LENGTH :** 30 (9.1 m) **WIDTH :** 30 (9.1 m)
YR BUILT : 1898 **ALTERATION :** 1990 **SOURCE :** INSP FILE
DESIGNER/BUILDER :
CURRENT NATIONAL REGISTER INDIVIDUAL ELIGIBILITY : Not Eligible
CURRENT NATIONAL REGISTER CONTRIBUTING STATUS : Not Contributing

The Concord, Concord Road Bridge is owned by PennDOT and is ranked 106th.

Condition Code = 48 - moderate
 Transportation Code = 45 - moderate
 Waterway Adequacy Code = 53 – moderate
 Cost to Rehabilitate or Replace Code = 60 – very high
 Anticipated Development Code = 28 - very low
 Recreational, Historical, and Cultural Values Code = 43 - low
 Public Input Code = 35 - very low

This bridge is not recommended for long-term preservation. It ranks in the lowest third of all stone arch bridges under study in this plan, and it was previously programmed in the Transportation Improvement Program (TIP) to be replaced. The bridge has a moderate condition code resulting from moderate to severe scour problems. Its transportation code borders on low, a result of high traffic volumes. The bridge stands in an area of active development, where its traffic would be expected to increase in the future; this would exacerbate the already low transportation code. Its waterway is moderately adequate; local flooding is an occasional problem. The bridge is not listed in or eligible for listing in the National Register of Historic Places individually or as part of a historic district, and it is not part of a park, natural area, or greenway. The bridge has received no public comment.

Recommendation: Not recommended for long-term preservation.



BRIDGE NO. 65

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
 BUREAU OF DESIGN
 ENVIRONMENTAL QUALITY ASSURANCE DIVISION

PENNSYLVANIA HISTORIC BRIDGE INVENTORY & EVALUATION

BMS # : 23702304400143 **DIST:** 6 **UTM:** 18/475349/4415933
OLD BMS # : **CTY:** DELAWARE **OWNER:** DELAWARE COUNTY
MUNICIPALITY : GLENOLDEN **LOCATION :** 0.25 MILE SE OF US 13
FACILITY CARRIED : GLENOLDEN AVENUE
NAME/FEATURE INTERSECTED : GLENOLDEN AVENUE OVER MUCKINIPATTIS CREEK
TYPE : CLOSED SPANDREL ARCH **DESIGN :**
MATERIAL : STONE
#SPANS : 1 **LENGTH :** 20 (6.1 m) **WIDTH :** 45.7 (13.9 m)
YR BUILT : 1943 **ALTERATION :** **SOURCE :** PLAQUE
DESIGNER/BUILDER : H. C. THRONE, CO ENG/WALTER H. HIBBARD
CURRENT NATIONAL REGISTER INDIVIDUAL ELIGIBILITY : Not Eligible
CURRENT NATIONAL REGISTER CONTRIBUTING STATUS : Not Contributing

The Glenolden, Glenolden Avenue Bridge is owned by Delaware County and is ranked 102nd.

Condition Code = 59 - high
 Transportation Code = 47 - moderate
 Waterway Adequacy Code = 46 – moderate
 Cost to Rehabilitate or Replace Code = 45 - moderate
 Anticipated Development Code = 48 - moderate
 Recreational, Historical, and Cultural Values Code = 38 - very low
 Public Input Code = 35 – very low

This bridge is the youngest stone arch bridge under study in this plan (1943). However, it is not a strong candidate for long-term preservation, as it ranks in the lowest third of all the stone arch bridges under study in this plan. The bridge has scour problems, the waterway is marginally adequate, and some flooding does occasionally occur. The transportation code is moderate, a result of relatively high traffic volumes. These volumes are expected to increase, as the bridge is located in an area of moderate development. The bridge is not listed in or eligible for listing in the National Register of Historic Places individually or as part of a historic district, and it is not part of a greenway, natural area, or park. The bridge has received no public comment. The cost to rehabilitate this bridge is relatively expensive. The only positive is the bridge's condition, which is rated as good.

Recommendation: Not a strong candidate for long-term preservation.

