

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] Franklin County [055] Southampton [71912] 2 MI. S.E. OF MOWERSVILLE 40-05-49 = 40.096944 077-34-14 = - 77.570556
 284018007000000 Highway agency district 8 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 0 SR 4018 Toll On free road [3] Features intersected CONODOGUINET CREEK

Design - main Masonry [8] Design - approach Other [00] Kilometerpoint 5.8 km = 3.6 mi
 3 Arch - Deck [11] 0 Other [00] Year built 1827 Year reconstructed N/A [0000]

Skew angle 0 Structure Flared Yes, flared [1] Historical significance Bridge is on the NRHP. [1]

Total length 31.1 m = 102.0 ft Length of maximum span 9.4 m = 30.8 ft Deck width, out-to-out 6.3 m = 20.7 ft Bridge roadway width, curb-to-curb 5 m = 16.4 ft

Inventory Route, Total Horizontal Clearance 5 m = 16.4 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft

Deck structure type Not applicable [N]
 Type of wearing surface Not applicable (applies only to structures with no deck) [N]
 Deck protection Not applicable (applies only to structures with no deck) [N]
 Type of membrane/wearing surface Not applicable (applies only to structures with no deck) [N]

Weight Limits

Bypass, detour length 2.4 km = 1.5 mi Method to determine inventory rating No rating analysis performed [5] Inventory rating 26.3 metric ton = 28.9 tons
 Method to determine operating rating No rating analysis performed [5] Operating rating 39 metric ton = 42.9 tons
 Bridge posting Equal to or above legal loads [5] 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

Open, no restriction [A]

Appraisal ratings -
structural

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

Condition ratings - superstructure

Poor [4]

Appraisal ratings -
roadway alignment

Equal to present desirable criteria [8]

Condition ratings - substructure

Fair [5]

Appraisal ratings -
deck geometry

Basically intolerable requiring high priority of replacement [2]

Condition ratings - deck

Not Applicable [N]

Scour

Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]

Channel and channel protection

Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]

Appraisal ratings - water adequacy

Better than present minimum criteria [7]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

47.8

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

August 2009 [0809]

Designated inspection frequency

12

Months

Underwater inspection

Every two years [Y24]

Underwater inspection date

June 2005 [0605]

Fracture critical inspection

Not needed [N]

Fracture critical inspection date

Other special inspection

Not needed [N]

Other special inspection date