

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Pennsylvania [42] Franklin County [055] Lurgan [45496] 1.2 MI S OF SR 641 40-06-55 = 40.115278 077-35-04 = - 77.584444
 287207064431330 Highway agency district 8 Owner County Highway Agency [02] Maintenance responsibility County Highway Agency [02]
 Route 0 MOWERSVILLE ROAD Toll On free road [3] Features intersected PAXTON RUN
 Design - main Concrete continuous [2] Design - approach Stringer/Multi-beam or girder [02] Other [00] Kilometerpoint 0 km = 0.0 mi
 2 Year built 1870 Year reconstructed 1921 Skew angle 0 Structure Flared
 Historical significance Historical significance is not determinable at this time. [4]
 Total length 15.2 m = 49.9 ft Length of maximum span 7.3 m = 24.0 ft Deck width, out-to-out 4.3 m = 14.1 ft Bridge roadway width, curb-to-curb 3.7 m = 12.1 ft
 Inventory Route, Total Horizontal Clearance 3.7 m = 12.1 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 0.1 km = 0.1 mi Method to determine inventory rating No rating analysis performed [5] Inventory rating 6.4 metric ton = 7.0 tons
 Method to determine operating rating No rating analysis performed [5] Operating rating 10 metric ton = 11.0 tons
 Bridge posting Design Load M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	222	Average daily truck traffi	0	%	Year	2009	Future average daily traffic	282	Year	2029
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	4.6 m = 15.1 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	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	22 m = 72.2 ft		Total project cost	0					
	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	Equal to present minimum criteria [6]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Poor [4]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]		
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	18.8
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	December 2009 [1209]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Every two years [Y24]	Other special inspection date	