

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] | Montgomery County [091] | Marlborough [47592] | 1MI.S.BUCKS CO LN. 07H01 | 40-22-04 = 40.367778 | 075-25-21 = - 75.422500 |
| 461023005006060 | Highway agency district 6 | Owner State Highway Agency [01] | Maintenance responsibility | State Highway Agency [01] | |
| Route 0 | SWAMP CK RD 2917J7 | Toll On free road [3] | Features intersected UNAMI CREEK | | |
| Design - main Masonry [8] | Design - approach Masonry [8] | Kilometerpoint 342.3 km = 212.2 mi | Year built 1910 | Year reconstructed N/A [0000] | |
| 3 Arch - Deck [11] | 0 Other [00] | Skew angle 0 | Structure Flared | | |
| | | Historical significance Bridge is eligible for the NRHP. [2] | | | |
| Total length 29.9 m = 98.1 ft | Length of maximum span 7.6 m = 24.9 ft | Deck width, out-to-out 6.7 m = 22.0 ft | Bridge roadway width, curb-to-curb 5.5 m = 18.0 ft | | |
| Inventory Route, Total Horizontal Clearance 5.5 m = 18.0 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 1.1 km = 0.7 mi | Method to determine inventory rating | No rating analysis performed [5] | Inventory rating | 12.7 metric ton = 14.0 tons |
| | Method to determine operating rating | No rating analysis performed [5] | Operating rating | 25.4 metric ton = 27.9 tons |
| Bridge posting | | | 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

Posted for load [P]

Appraisal ratings -
structural

Basically intolerable requiring high priority of corrective action [3]

Condition ratings - superstructure

Serious [3]

Appraisal ratings -
roadway alignment

Equal to present desirable criteria [8]

Condition ratings - substructure

Poor [4]

Appraisal ratings -
deck geometry

Basically intolerable requiring high priority of corrective action [3]

Condition ratings - deck

Not Applicable [N]

Scour

Bridge is scour critical; bridge foundations determined to be unstable. [3]

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

Better than present minimum criteria [7]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

19.7

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

Unknown [Y48]

Underwater inspection date

August 2005 [0805]

Fracture critical inspection

Not needed [N]

Fracture critical inspection date

Other special inspection

Not needed [N]

Other special inspection date