

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]		Schuylkill County [107]		Landingville [41264]		BORO OF LANDINGVILLE		40-37-42.86 = 40.628572		076-07-28.41 = -76.124558	
30789		Highway agency district: 5		Owner State Highway Agency [01]		Maintenance responsibility		State Highway Agency [01]			
Route 0		SR 2011 (LR 53074)		Toll On free road [3]		Features intersected SCHUYLKILL RIVER					
Design - main Concrete [1]		Design - approach		Kilometerpoint 544.9 km = 337.8 mi		Year built 1923		Year reconstructed 2012			
2 Arch - Deck [11]		0 Other [00]		Skew angle 0		Structure Flared					
				Historical significance Bridge is not eligible for the NRHP. [5]							
Total length 44.5 m = 146.0 ft		Length of maximum span 21.3 m = 69.9 ft		Deck width, out-to-out 8.2 m = 26.9 ft		Bridge roadway width, curb-to-curb 6.2 m = 20.3 ft					
Inventory Route, Total Horizontal Clearance 6.2 m = 20.3 ft		Curb or sidewalk width - left 0 m = 0.0 ft		Curb or sidewalk width - right 1.2 m = 3.9 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 1.6 km = 1.0 mi		Method to determine inventory rating		Inventory rating 19.1 metric ton = 21.0 tons	
		Method to determine operating rating		Operating rating 32.7 metric ton = 36.0 tons	
Bridge posting		Equal to or above legal loads [5]		Design Load	

Functional Details

Average Daily Traffic	888	Average daily truck traffi	3	%	Year	2018	Future average daily traffic	1217	Year	2032
Road classification	Collector (Urban) [17]		Lanes on structure	2		Approach roadway width	7 m = 23.0 ft			
Type of service on bridge	Highway [1]		Direction of traffic	2 - way traffic [2]		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	0 m = 0.0 ft			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	124000	Roadway improvement cost	364000						
	Length of structure improvement	55 m = 180.5 ft		Total project cost	1669000					
	Year of improvement cost estimate									
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

Inspection and Sufficiency

Structure status	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - deck	<input type="text" value="Not Applicable [N]"/>		
Scour	<input type="text" value="Bridge is scour critical; bridge foundations determined to be unstable. [3]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Equal to present minimum criteria [6]"/>	Status evaluation	<input type="text"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="49.8"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="September 2018 [0918]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Not needed [N]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>