

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] | ON T-837 IN LANDINGVILLE | 40-37-19.19 = 40.621997 | 076-07-08.76 = -76.119100 |
| 30997 | Highway agency district: 5 | Owner City or Municipal Highway Agency [04] | Maintenance responsibility City or Municipal Highway Agency [04] | | |
| Route 0 | TUNNEL RD | Toll On free road [3] | Features intersected SCHUYLKILL RIVER | | |
| Design - main Steel [3] | Design - approach | Kilometerpoint 0 km = 0.0 mi | Year built 1925 | Year reconstructed N/A [0000] | |
| 2 | Girder and floorbeam system [03] | 0 | Other [00] | Skew angle 0 | Structure Flared |
| | | Historical significance Bridge is not eligible for the NRHP. [5] | | | |
| Total length 43.3 m = 142.1 ft | Length of maximum span 21 m = 68.9 ft | Deck width, out-to-out 5.9 m = 19.4 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 | Wood or Timber [8] | | | | |
| Type of wearing surface | Wood or Timber [7] | | | | |
| Deck protection | | | | | |
| Type of membrane/wearing surface | | | | | |

Weight Limits

| | | | | |
|---------------------------------------|--------------------------------------|---------------------|------------------|-----------------------------|
| Bypass, detour length 0.5 km = 0.3 mi | Method to determine inventory rating | Load Factor(LF) [1] | Inventory rating | 10.9 metric ton = 12.0 tons |
| | Method to determine operating rating | Load Factor(LF) [1] | Operating rating | 19.1 metric ton = 21.0 tons |
| Bridge posting | | Design Load | M 9 / H 10 [1] | |

Functional Details

| | | | | | | | | | | |
|---|---------------------------------------|----------------------------|---|--|--|------------------------|------------------------------|-----|------|------|
| Average Daily Traffic | 135 | Average daily truck traffi | 1 | % | Year | 1980 | Future average daily traffic | 500 | Year | 2030 |
| Road classification | Local (Urban) [19] | | Lanes on structure | 2 | | Approach roadway width | 5.5 m = 18.0 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] | | | | | | | | |
| Bridge rehabilitation because of general structure deterioration or inadequate strength. [35] | Bridge improvement cost | 23000 | Roadway improvement cost | 67000 | | | | | | |
| | Length of structure improvement | 43 m = 141.1 ft | | Total project cost | 307000 | | | | | |
| | 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 | Meets minimum tolerable limits to be left in place as is [4] |
| Condition ratings - superstructure | Fair [5] | Appraisal ratings - roadway alignment | Meets minimum tolerable limits to be left in place as is [4] |
| Condition ratings - substructure | Poor [4] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of corrective action [3] |
| Condition ratings - deck | Poor [4] | | |
| 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 | Equal to present desirable criteria [8] | Status evaluation | Structurally deficient [1] |
| Pier or abutment protection | | Sufficiency rating | 18.3 |
| 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 | November 2018 [1118] | Designated inspection frequency | 24 Months |
| Underwater inspection | Every two years [Y24] | Underwater inspection date | August 2018 [0818] |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | November 2018 [1118] |
| Other special inspection | Every year [Y12] | Other special inspection date | November 2018 [1118] |