HistoricBridges.org - National Bridge Inventory Data Sheet

2012 Inventory

The National Bridge Inventory contains data submitted by state transportion 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]	Berks County [011]	Reading [63624]	SCHUYLKILL AVE	40-20-59 = 40.349722	075-56-36 = -75.943333

4742	Highway agency district	5	Owner	State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route	183	North [1]	SR 183(LR 310)	Toll	On free road [3]	Features intersected	SCHUYLKILL RIV;NSRC;ROAD

Design - main	Concrete [1]	Design - approach	Concrete [1]	Kilometerpoint	50.7 km = 31.4 mi
5	Arch - Deck [11]	2	Tee beam [04]	Year built	1924
				Year reconstructed	1981
				Skew angle	0
				Structure Flared	
				Historical significance	Historical significance is not determinable at this time. [4]

Total length	204.2 m = 670.0 ft	Length of maximum span	32.3 m = 106.0 ft	Deck width, out-to-out	21.3 m = 69.9 ft	Bridge roadway width, curb-to-curb	14.6 m = 47.9 ft
Inventory Route, Total Horizontal Clearance	14.6 m = 47.9 ft	Curb or sidewalk width - left	2.1 m = 6.9 ft	Curb or sidewalk width - right	2.9 m = 9.5 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	Method to determine inventory rating	No rating analysis performed [5]	Inventory rating	32.7 metric ton = 36.0 tons	
0.8 km = 0.5 mi	Method to determine operating rating	No rating analysis performed [5]	Operating rating	49 metric ton = 53.9 tons	
	Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]	

Functional Details

Average Daily Traffic	6347	Average daily truck traffi	4	%	Year	2011	Future average daily traffic	19198	Year	2032

Road classification	Minor Arterial (Urban) [16]	Lanes on structure	4	Approach roadway width	14.6 m = 47.9 ft
Type of service on bridge	Highway-pedestrian [5]	Direction of traffic	2 - way traffic [2]	Bridge median	
Parallel structure designation	No parallel structure exists. [N]				
Type of service under bridge	Highway-waterway-railroad [	Lanes under structure	2	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	Highway beneath structure [H]				
Minimum lateral underclearance on right	0 = N/A	Minimum lateral underclearance on left	0 = N/A		
Minimum Vertical Underclearance	4 m = 13.1 ft	Minimum vertical underclearance reference feature	Highway beneath structure [H]		
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrrective action [3]				

Repair and Replacement Plans

Type of work to be performed

Other structural work, including hydraulic replacements. [38]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	0	Roadway improvement cost	1000
Length of structure improvement	211 m = 692.3 ft	Total project cost	5000
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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructur	Fair [5]	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	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	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	55.8

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	January 2011 [0111]	Designated inspection frequency	24	Months

Underwater inspection	Every two years [Y24]	Underwater inspection date	August 2010 [0810]
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	