HistoricBridges.org - National Bridge Inventory Data Sheet

2019 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]	Lehigh County [077]	Allentown [02000]	ALBERTUS MEYERS BRIDGE	40-35-46.06 = 40.596128	075-28-15.62 = -75.471006

23331 | Highway agency district: 5 | Owner: State Highway Agency [01] | Maintenance responsibility: State Highway Agency [01]

Route: 0 | SR 2055(LR158SP A) | Toll: On free road [3] | Features intersected: LEHIGH CRK, CITY STREETS

Design - main	Concrete [1]	Design - approach	Prestressed concrete continuous [6]
9	Arch - Deck [11]	8	Box Beam or girders - Single or Spread [06]

Kilometerpoint: 21.2 km = 13.1 mi

Year built: 1913 | Year reconstructed: 2016

Skew angle: 0 | Structure Flared: Yes, flared [1]

Historical significance: Bridge is on the NRHP. [1]

Total length: 546.5 m = 1793.1 ft | Length of maximum span: 41.1 m = 134.8 ft | Deck width, out-to-out: 14.9 m = 48.9 ft | Bridge roadway width, curb-to-curb: 10.4 m = 34.1 ft

Inventory Route, Total Horizontal Clearance: 10.4 m = 34.1 ft | Curb or sidewalk width - left: 1.5 m = 4.9 ft | Curb or sidewalk width - right: 1.5 m = 4.9 ft

Deck structure type: Concrete Cast-in-Place [1]

Type of wearing surface: Monolithic Concrete (concurrently placed with structural deck) [1]

Deck protection: Epoxy Coated Reinforcing [1]

Type of membrane/wearing surface:

Weight Limits

Bypass, detour length: 0.2 km = 0.1 mi

Method to determine inventory rating: Unknown [F] | Inventory rating: 35.6 metric ton = 39.2 tons

Method to determine operating rating: Unknown [F] | Operating rating: 46 metric ton = 50.6 tons

Bridge posting: Equal to or above legal loads [5] | Design Load: MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic	12958	Average daily truck traffi	3 %	Year	2017	Future average daily traffic	22652
Year	2032						

Road classification	Collector (Urban) [17]	Lanes on structure	3	Approach roadway width	10.4 m = 34.1 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 [6]	Lanes under structure	6	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	Highway beneath structure [H]				
Minimum lateral underclearance on right	99.9 = Unlimited	Minimum lateral underclearance on left	0 = N/A		
Minimum Vertical Underclearance	4.5 m = 14.8 ft	Minimum vertical underclearance reference feature	Highway beneath structure [H]		
Appraisal ratings - underclearances	Equal to present minimum criteria [6]				

Repair and Replacement Plans

Type of work to be performed

Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	662000	Roadway improvement cost	1948000
Length of structure improvement	609 m = 1998.1 ft	Total project cost	8931000
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	Equal to present minimum criteria [6]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Excellent [9]		
Scour	Bridge foundations (including piles) on dry land well above flood water elevations. [9]		
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	Superior to present desirable criteria [9]	Status evaluation	
Pier or abutment protection		Sufficiency rating	79.4
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inpected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions	Inpected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inpected feature meets currently acceptable standards. [1]		
Inspection date	October 2018 [1018]	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	Not needed [N]	Other special inspection date	