HistoricBridges.org - National Bridge Inventory Data Sheet

2009 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]	Coplay [16128]	COPLAY/NORTHAMPTON	40-40-31 = 40.675278	075-29-28 = -75.491111

397404000090020	Highway agency district: 5	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		

Route: 0		CHESTNUT STREET	Toll: On free road [3]	Features intersected: BR STLEHIGH R NORFOLK	

Design - main: Concrete [1]	Design - approach: Concrete continuous [2]	Kilometerpoint: 0 km = 0.0 mi			
3 Arch - Deck [11]	4 Girder and floorbeam system [03]	Year built: 1930	Year reconstructed: 1998		
		Skew angle: 15	Structure Flared:		
		Historical significance: Bridge is not eligible for the NRHP. [5]			

Total length: 342.6 m = 1124.1 ft	Length of maximum span: 65.2 m = 213.9 ft	Deck width, out-to-out: 12.6 m = 41.3 ft	Bridge roadway width, curb-to-curb: 7.1 m = 23.3 ft		
Inventory Route, Total Horizontal Clearance: 7.1 m = 23.3 ft	Curb or sidewalk width - left: 1.4 m = 4.6 ft	Curb or sidewalk width - right: 1.8 m = 5.9 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: 0.5 km = 0.3 mi	Method to determine inventory rating: Load Factor(LF) [1]	Inventory rating: 22.7 metric ton = 25.0 tons			
	Method to determine operating rating: Load Factor(LF) [1]	Operating rating: 38.1 metric ton = 41.9 tons			
	Bridge posting: 20.0 - 29.9 % below [2]	Design Load: M 13.5 / H 15 [2]			

Functional Details

Average Daily Traffic	2000	Average daily truck traffi		%	Year 1980	Future average daily traffic 2800	Year 2000
Road classification	Local (Urban) [19]	Lanes on structure	2	Approach roadway width	7.3 m = 24.0 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 [8	Lanes under structure	1	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	4 m = 13.1 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	5 m = 16.4 ft	Minimum vertical underclearance reference feature	Highway beneath structure [H]				
Appraisal ratings - underclearances	Better than present minimum criteria [7]						

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	319 m = 1046.6 ft	Total project cost	6000
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 corrrective action [3]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Serious [3]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - deck	Poor [4]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]

Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	16.6

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	June 2009 [0609]	Designated inspection frequency	12	Months

Underwater inspection	Every year [Y12]	Underwater inspection date	June 2009 [0609]
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Every two years [Y24]	Other special inspection date	June 2005 [0605]