HistoricBridges.org - National Bridge Inventory Data Sheet

2013 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]	Northampton County [095]	Easton [21648]	HUGH MOORE PARK - CANAL	40-40-12.40 = 40.670111	075-14-15.50 = -75.237639

28912	Highway agency district	5	Owner	City or Municipal Highway Agency [04]	Maintenance responsibility	City or Municipal Highway Agency [04]	
Route	0	East [2]	GLENDON HILL ROAD	Toll	On free road [3]	Features intersected	LEHIGH RIVER

Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi		
3	Truss - Thru [10]	0	Other [00]	Year built	1905	Year reconstructed	2012
				Skew angle	0	Structure Flared	
				Historical significance	Historical significance is not determinable at this time. [4]		

Total length	108.8 m = 357.0 ft	Length of maximum span	36.3 m = 119.1 ft	Deck width, out-to-out	5.2 m = 17.1 ft	Bridge roadway width, curb-to-curb	3.5 m = 11.5 ft
Inventory Route, Total Horizontal Clearance	3.5 m = 11.5 ft	Curb or sidewalk width - left	0.2 m = 0.7 ft	Curb or sidewalk width - right	1.2 m = 3.9 ft		

Deck structure type	Concrete Precast Panels [2]
Type of wearing surface	Bituminous [6]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	22.7 metric ton = 25.0 tons	
0.1 km = 0.1 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	39 metric ton = 42.9 tons	
	Bridge posting	10.0 - 19.9 % below [3]	Design Load		

Functional Details

Average Daily Traffic	100	Average daily truck traffi		%	Year 2010	Future average daily traffic 300	Year 2030
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	4.9 m = 16.1 ft		
Type of service on bridge	Highway [1]	Direction of traffic	1 - way traffic [1]	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		Minimum vertical clearance over bridge roadway	4 m = 13.1 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

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

Work done by	Work to be done by owner's forces [2]		
Bridge improvement cost	0	Roadway improvement cost	0
Length of structure improvement	118 m = 387.2 ft	Total project cost	1000
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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Better than present minimum criteria [7]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - deck	Very Good [8]		

Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]

Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	
Pier or abutment protection		Sufficiency rating	50.2

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	February 2013 [0213]	Designated inspection frequency	24	Months

Underwater inspection	Every two years [Y24]	Underwater inspection date	June 2010 [0610]
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	February 2013 [0213]
Other special inspection	Every year [Y12]	Other special inspection date	February 2013 [0213]