Michael Baker International provided engineering and technical services for the transportation of a superload from the Pennsylvania and Delaware border to a location near Allentown, Pa., after PennDOT identified 33 structures along the route as “failed.” The firm conducted a field view of the proposed route to evaluate the structures’ conditions and document lateral and vertical constraints related to the bridges, medians, traffic signals, overhead bridges and sign structures and railroad crossings.

PROJECT STATISTICS:
- **SUPERLOAD**: 565,490 POUNDS
- **TRANSPORT CONVOY**: 18 FEET WIDE, 206 FEET AND 6 INCHES LONG, AND 16 FEET AND 6 INCHES HIGH.
- **MAIN TRANSPORT TRAILER INCLUDED EIGHT DOUBLE AXEL UNITS FOLLOWED AND PROCEEDED BY INDIVIDUAL PULL AND PUSH TRUCKS**
- **33 STRUCTURES IDENTIFIED AS “FAILED”**

Each of the 33 bridges required analysis to ensure that the bridges could in fact safely support the superload. Bridge plans and inspection reports were accessed to determine bridge dimensions, components and conditions when available. Even though the bridges were originally determined to not pass, Michael Baker’s independent analysis was able to achieve acceptable ratings for all 33 bridges.

A traffic control plan was prepared to provide details relating to the move and featured a detailed route description with permit restrictions, vehicle positioning to cross structures and movement staging, including an incremental description of the hauling route and associated traffic control and transport movement actions, as well as incremental stopping locations to allow queued traffic to pass.

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