HistoricBridges.org - National Bridge Inventory Data Sheet

2010 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]	Allegheny County [003]	Neville [53136]	OB04 FLEMING PARK BRDG	40-29-29 = 40.491389	080-04-47 = -80.079722

027110623024940 | Highway agency district: 11 | Owner: County Highway Agency [02] | Maintenance responsibility: County Highway Agency [02]

Route: 0 | | FLEMING PARK BR | Toll: On free road [3] | Features intersected: OHIO RIVER BC & CSXT RR

Design - main	Steel [3]	Design - approach	Steel [3]	Kilometerpoint	0 km = 0.0 mi
1	Truss - Thru [10]	4	Girder and floorbeam system [03]	Year built: 1955	Year reconstructed: 1985
				Skew angle: 27	Structure Flared:
				Historical significance	Historical significance is not determinable at this time. [4]

Total length: 246 m = 807.1 ft | Length of maximum span: 110 m = 360.9 ft | Deck width, out-to-out: 17.6 m = 57.7 ft | Bridge roadway width, curb-to-curb: 15.3 m = 50.2 ft

Inventory Route, Total Horizontal Clearance: 7.9 m = 25.9 ft | Curb or sidewalk width - left: 0 m = 0.0 ft | Curb or sidewalk width - right: 1.7 m = 5.6 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: 1.9 km = 1.2 mi

Method to determine inventory rating: Load Factor(LF) [1] | Inventory rating: 25.4 metric ton = 27.9 tons

Method to determine operating rating: Load Factor(LF) [1] | Operating rating: 42.6 metric ton = 46.9 tons

Bridge posting: Equal to or above legal loads [5] | Design Load: M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	5888	Average daily truck traffi	30 %	Year	2005	Future average daily traffic	6500	Year	2022
Road classification	Other Principal Arterial (Urban) [14]	Lanes on structure	4	Approach roadway width	15.2 m = 49.9 ft				
Type of service on bridge	Highway-pedestrian [5]	Direction of traffic	2 - way traffic [2]	Bridge median	Closed median with non-mountable bar				
Parallel structure designation	No parallel structure exists. [N]								
Type of service under bridge	Railroad-waterway [7]	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	5 m = 16.4 ft						
Minimum lateral underclearance reference feature	Railroad beneath structure [R]								
Minimum lateral underclearance on right	0 = N/A	Minimum lateral underclearance on left	0 = N/A						
Minimum Vertical Underclearance	7 m = 23.0 ft	Minimum vertical underclearance reference feature	Railroad beneath structure [R]						
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrrective action [3]								

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	1000
Length of structure improvement	308 m = 1010.5 ft	Total project cost	3000
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 - superstructur	Satisfactory [6]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - deck	Satisfactory [6]		

Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]
Channel and channel protection	Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]

Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	54.7

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	
Traffic safety features - approach guardrail	
Traffic safety features - approach guardrail ends	Inpected feature meets currently acceptable standards. [1]

Inspection date	October 2009 [1009]	Designated inspection frequency	24	Months

Underwater inspection	Unknown [Y48]	Underwater inspection date	November 2004 [1104]
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	