

The National Bridge Inventory contains data submitted by state transportation 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]		Pittsburgh [61000]		MCKEES ROCKS OVER RIVER		40-28-33 = 40.475833	080-03-23 = - 80.056389		
023104003000000		Highway agency district 11		Owner State Highway Agency [01]		Maintenance responsibility		State Highway Agency [01]			
Route 0	MCKEES ROCKS BRDGE		Toll	On free road [3]		Features intersected		NORFOLK SOUTHERN RR			
Design - main	Steel [3]		Design - approach	Steel [3]		Kilometerpoint		63.2 km = 39.2 mi			
1	Arch - Thru [12]		14	Truss - Deck [09]		Year built		1931			
						Year reconstructed		1987			
						Skew angle		0			
						Structure Flared					
						Historical significance		Historical significance is not determinable at this time. [4]			
Total length	1144.2 m = 3754.1 ft		Length of maximum span	228.6 m = 750.0 ft		Deck width, out-to-out	17.7 m = 58.1 ft		Bridge roadway width, curb-to-curb	12.2 m = 40.0 ft	
Inventory Route, Total Horizontal Clearance	12.2 m = 40.0 ft		Curb or sidewalk width - left	2.7 m = 8.9 ft		Curb or sidewalk width - right	2.7 m = 8.9 ft				
Deck structure type	Concrete Cast-in-Place [1]										
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]										
Deck protection											
Type of membrane/wearing surface											

**Weight Limits**

Bypass, detour length	Method to determine inventory rating		Load Factor(LF) [1]	Inventory rating	24.5 metric ton = 27.0 tons	
1 km = 0.6 mi	Method to determine operating rating		Load Factor(LF) [1]	Operating rating	41.7 metric ton = 45.9 tons	
	Bridge posting		Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]	

### Functional Details

Average Daily Traffic  Average daily truck traffi  % Year  Future average daily traffic  Year

Road classification  Lanes on structure  Approach roadway width

Type of service on bridge  Direction of traffic  Bridge median

Parallel structure designation

Type of service under bridge  Lanes under structure  Navigation control

Navigation vertical clearanc  Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge  Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right  Minimum lateral underclearance on left

Minimum Vertical Underclearance  Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

### Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost  Roadway improvement cost

Length of structure improvement  Total project cost

Year of improvement cost estimate

Border bridge - state  Border bridge - percent responsibility of other state

Border bridge - structure number

## Inspection and Sufficiency

Structure status	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
Scour	<input type="text" value="Countermeasures have been installed to mitigate an existing problem with scour. [7]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Superior to present desirable criteria [9]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text" value="None present but re-evaluation suggested [5]"/>	Sufficiency rating	<input type="text" value="45.8"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - transitions	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Inspection date	<input type="text" value="November 2009 [1109]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Unknown [Y60]"/>	Underwater inspection date	<input type="text" value="November 2003 [1103]"/>
Fracture critical inspection	<input type="text" value="Not needed [N]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>

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**Basic Information**

Pennsylvania [42]		Allegheny County [003]		McKees Rocks [46264]		MCKEES ROCKS BOTTOMS		40-28-25 = 40.473611		080-03-42 = - 80.061667	
023104001003200		Highway agency district 11		Owner State Highway Agency [01]		Maintenance responsibility		State Highway Agency [01]			
Route 0		East [2]		00076 SPR2 0006+28		Toll On free road [3]		Features intersected CSX RR			
Design - main Steel [3]		Design - approach		Kilometerpoint 0 km = 0.0 mi		Year built 1931		Year reconstructed 1987			
2		Arch - Thru [12]		0 Other [00]		Skew angle 0		Structure Flared			
						Historical significance		Bridge is not eligible for the NRHP. [5]			
Total length 185.9 m = 609.9 ft		Length of maximum span 91.7 m = 300.9 ft		Deck width, out-to-out 17.7 m = 58.1 ft		Bridge roadway width, curb-to-curb 12.3 m = 40.4 ft					
Inventory Route, Total Horizontal Clearance 12.3 m = 40.4 ft		Curb or sidewalk width - left 2.4 m = 7.9 ft		Curb or sidewalk width - right 2.4 m = 7.9 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		Method to determine inventory rating		Load Factor(LF) [1]		Inventory rating		35.4 metric ton = 38.9 tons			
1 km = 0.6 mi		Method to determine operating rating		Load Factor(LF) [1]		Operating rating		59 metric ton = 64.9 tons			
Bridge posting		Equal to or above legal loads [5]		Design Load		M 13.5 / H 15 [2]					

### Functional Details

Average Daily Traffic	11093	Average daily truck traffi	8	%	Year	2010	Future average daily traffic	28200	Year	2022
Road classification	Other Principal Arterial (Urban) [14]		Lanes on structure	4	Approach roadway width	17.7 m = 58.1 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	Railroad [2]		Lanes under structure	0	Navigation control	Not applicable, no waterway. [N]				
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	4.29 m = 14.1 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	7.32 m = 24.0 ft		Minimum vertical underclearance reference feature	Railroad beneath structure [R]						
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrective action [3]									

### Repair and Replacement Plans

Type of work to be performed	Work done by	Work to be done by owner's forces [2]								
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	0	Roadway improvement cost	0						
	Length of structure improvement	189 m = 620.1 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	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
Scour	<input type="text" value="Bridge not over waterway. [N]"/>		
Channel and channel protection	<input type="text" value="Not applicable. [N]"/>		
Appraisal ratings - water adequacy	<input type="text" value="N/A [N]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="52.3"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Inspection date	<input type="text" value="October 2008 [1008]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Not needed [N]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Unknown [Y06]"/>	Other special inspection date	<input type="text" value="October 2004 [1004]"/>