

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] McKeesport [46256] JEROME ST-MCKEESPORT 40-21-00 = 40.350000 079-52-16 = - 79.871111

1651 Highway agency district 11 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 0 East [2] JEROME STREET BR Toll On free road [3] Features intersected 2027,CSX,LOCAL,& YOUGH R

Design - main Steel [3] Design - approach Steel [3] Kilometerpoint 0 km = 0.0 mi

1 Arch - Thru [12] 5 Girder and floorbeam system [03] Year built 1937 Year reconstructed 1988

Skew angle 0 Structure Flared Yes, flared [1]

Historical significance Bridge is not eligible for the NRHP. [5]

Total length 232 m = 761.2 ft Length of maximum span 138.7 m = 455.1 ft Deck width, out-to-out 18.3 m = 60.0 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 2.4 m = 7.9 ft Curb or sidewalk width - right 2.4 m = 7.9 ft

Deck structure type Closed Grating [4]

Type of wearing surface Bituminous [6]

Deck protection

Type of membrane/wearing surface

**Weight Limits**

Bypass, detour length 0.8 km = 0.5 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 24 metric ton = 26.4 tons

Method to determine operating rating Load Factor(LF) [1] Operating rating 41 metric ton = 45.1 tons

Bridge posting Equal to or above legal loads [5] Design Load

### Functional Details

|   |  |                            |   |                               |  |  |                              |      |      |      |
|---|--|----------------------------|---|-------------------------------|--|--|------------------------------|------|------|------|
| Average Daily Traffic                                       | 7320                                     | Average daily truck traffi | 6   | %                             | Year                                   | 2013   | Future average daily traffic | 8955 | Year | 2032 |
| Road classification   | Other Principal Arterial (Urban) [14]    |                            | Lanes on structure                                | 4                             | Approach roadway width                 | 12.2 m = 40.0 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 [              |                            | Lanes under structure                             | 8                             | Navigation control                     | Navigation control on waterway (bridge permit required). [1] |                              |      |      |      |
| Navigation vertical clearanc                                | 228 m = 748.1 ft                         |                            | Navigation horizontal clearance                   | 1710.2 m = 5611.2 ft          |  |  |                              |      |      |      |
| Minimum navigation vertical clearance, vertical lift bridge |  |                            | Minimum vertical clearance over bridge roadway    | 5 m = 16.4 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  | 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 | 1000  |      |  |
|   | Length of structure improvement   | 232 m = 761.2 ft |                          | Total project cost                                    | 2000 |  |
|   | 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 minimum criteria [6]"/>   |
| Condition ratings - substructure                  | <input type="text" value="Fair [5]"/>   | Appraisal ratings - deck geometry     | <input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>                |
| Condition ratings - deck                          | <input type="text" value="Fair [5]"/>   |                                       |  |
| Scour   | <input type="text" value="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/>                                       |                                       |  |
| Channel and channel protection                    | <input type="text" value="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                | <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="51"/>  |
| 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="September 2011 [0911]"/>  | Designated inspection frequency       | <input type="text" value="24"/> Months   |
| Underwater inspection                             | <input type="text" value="Unknown [Y60]"/>  | Underwater inspection date            | <input type="text" value="September 2012 [0912]"/>   |
| Fracture critical inspection                      | <input type="text" value="Every two years [Y24]"/>  | Fracture critical inspection date     | <input type="text" value="September 2011 [0911]"/>   |
| Other special inspection                          | <input type="text" value="Not needed [N]"/>   | Other special inspection date         | <input type="text" value=""/>  |