

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] Forest County [053] Hickory [34240] HICKORY TOWNSHIP 41-34-12 = 41.570000 079-24-18 = - 79.405000
 270127001004450 Highway agency district 1 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]
 Route 127 SR 127,HCKRY.TRUSS Toll On free road [3] Features intersected OVER ALLEGHENY RIVER
 Design - main Steel [3] Design - approach Steel [3] Kilometerpoint 0 km = 0.0 mi
 4 Truss - Thru [10] 1 Stringer/Multi-beam or girder [02] Year built 1896 Year reconstructed 1945
 Skew angle 0 Structure Flared
 Historical significance Bridge is eligible for the NRHP. [2]
 Total length 211.8 m = 694.9 ft Length of maximum span 49.4 m = 162.1 ft Deck width, out-to-out 4.7 m = 15.4 ft Bridge roadway width, curb-to-curb 4.5 m = 14.8 ft
 Inventory Route, Total Horizontal Clearance 4.4 m = 14.4 ft Curb or sidewalk width - left 0.2 m = 0.7 ft Curb or sidewalk width - right 0.2 m = 0.7 ft
 Deck structure type Concrete Cast-in-Place [1]
 Type of wearing surface Bituminous [6]
 Deck protection
 Type of membrane/wearing surface

Weight Limits

Bypass, detour length 3.9 km = 2.4 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 11.7 metric ton = 12.9 tons
 Method to determine operating rating Load Factor(LF) [1] Operating rating 31.5 metric ton = 34.7 tons
 Bridge posting 00.1 - 09.9 % below [4] Design Load M 18 / H 20 [4]

Functional Details

Average Daily Traffic	889	Average daily truck traffi	17	%	Year	2003	Future average daily traffic	1244	Year	2022
Road classification	Major Collector (Rural) [07]	Lanes on structure	1	Approach roadway width	5.2 m = 17.1 ft					
Type of service on bridge	Highway [1]	Direction of traffic	2 - way traffic [2]		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	0 m = 0.0 ft			Minimum vertical clearance over bridge roadway	5.89 m = 19.3 ft					
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	99.9 = Unlimited				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	Work done by	Work to be done by contract [1]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	1600000	Roadway improvement cost	100000						
	Length of structure improvement	228.6 m = 750.0 ft		Total project cost	2460000					
	Year of improvement cost estimate	2002								
	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	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Poor [4]		
Scour	Scour calculation/evaluation has not been made. [6]		
Channel and channel protection	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	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	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	June 2002 [0602]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	June 2002 [0602]
Other special inspection	Every year [Y12]	Other special inspection date	June 2002 [0602]