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]	Bradford County [015]	Terry [76408]	WYALUSING RIVER BRIDGE	41-39-20 = 41.655556	076-15-53 = -76.264722

082010024001510	Highway agency district: 3	Owner: State Highway Agency [01]	Maintenance responsibility: State Highway Agency [01]		
Route: 0		SR 2010	Toll: On free road [3]	Features intersected: SUSQUEHANNA RIVER	
Design - main: Steel [3]	Design - approach: Steel continuous [4]	Kilometerpoint: 1757.6 km = 1089.7 mi			
4	Truss - Thru [10]	8	Stringer/Multi-beam or girder [02]	Year built: 1942	Year reconstructed: 1993
Skew angle: 0	Structure Flared:				
Historical significance: Historical significance is not determinable at this time. [4]					

Total length: 445.3 m = 1461.0 ft	Length of maximum span: 67.1 m = 220.2 ft	Deck width, out-to-out: 8 m = 26.2 ft	Bridge roadway width, curb-to-curb: 7.6 m = 24.9 ft				
Inventory Route, Total Horizontal Clearance: 7.6 m = 24.9 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: Monolithic Concrete (concurrently placed with structural deck) [1]							
Deck protection: Epoxy Coated Reinforcing [1]							
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: 37.2 metric ton = 40.9 tons			
	Method to determine operating rating: Load Factor(LF) [1]	Operating rating: 61.7 metric ton = 67.9 tons			
	Bridge posting: Equal to or above legal loads [5]	Design Load: M 13.5 / H 15 [2]			

Functional Details

Average Daily Traffic	4673	Average daily truck traffi	6 %	Year	2008	Future average daily traffic	6210
Year	2031						
Road classification	Major Collector (Rural) [07]	Lanes on structure	2	Approach roadway width	7 m = 23.0 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		Minimum vertical clearance over bridge roadway	5 m = 16.4 ft				
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]						
Minimum lateral underclearance on right	0 = N/A	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

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	0
Length of structure improvement	445 m = 1460.0 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	Open, no restriction [A]	Appraisal ratings - structural	Equal to present minimum criteria [6]
Condition ratings - superstructur	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	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	Superior to present desirable criteria [9]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	65
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions	Inpected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inpected feature meets currently acceptable standards. [1]		
Inspection date	August 2009 [0809]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	