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				41-40-40 =	076-15-05 = -		
Pennsylvania [42]	Bradford County [015]	Wyalusing [86664]	NO.OF WYALUSING ON T461	41.677778	76.251389		
087237046100410 Highway agency district 3		Owner County Highway	Owner County Highway Agency [02] Maintenance responsibility		Agency [02]		
Route 0	T461 (CO. BR. #41)	Toll On fre	e road [3] Features interse	cted WYALUSING CREEK			
Design - Steel [3] main 1 Truss - Thru [Design - approach 10] 0 Oth	er [00]	Skew angle 0 Structure F	constructed 1956 Flared is possibly eligible for the NRHP. [3]			
Total length 55.2 m = 181.1 ft Length of maximum span 53.3 m = 174.9 ft Deck width, out-to-out 5.1 m = 16.7 ft Bridge roadway width, curb-to-curb 4.6 m = 15.1 ft Inventory Route, Total Horizontal Clearance 4.6 m = 15.1 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft							
Deck structure type Type of wearing surface Deck protection Type of membrane/wear	Open Grating [3]						
Weight Limits Bypass, detour length 0.5 km = 0.3 mi	Method to determine inventory ration Method to determine operating ration Bridge posting	, , , , , ,	Inventory rating Operating rating Design Load M	10 metric ton = 11.0 tons 17.2 metric ton = 18.9 tons 13.5 / H 15 [2]			

Functional Details								
Average Daily Traffic 250 Average daily tru	uck traffi 2 % Year 2009 Future average daily traffic 387 Year 2031							
Road classification Local (Rural) [09]	Lanes on structure 1 Approach roadway width 4 m = 13.1 ft							
Type of service on bridge Highway [1]	Direction of traffic One lane bridge for 2 - way traffic [3] 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 4 m = 13.1 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]								
Don's and Double and Disc.								
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 improvement cost 0 Roadway improvement cost 0							
bridge roadway geometry. [31]	Length of structure improvement 58 m = 190.3 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 Posted for load [P]		Appraisal ratings - structural	Basically intolerable requiring high priority of replacement [2]				
Condition ratings - superstructur	Serious [3]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]				
Condition ratings - substructure	Poor [4]	Appraisal ratings -	Basically intolerable requiring high priority of replacement [2]				
Condition ratings - deck	Fair [5]	deck geometry					
Scour	Bridge is scour critical; bridge	Bridge is scour critical; bridge foundations determined to be unstable. [3]					
Channel and channel protection	Bank and embankment protected debris are in the channel. [4]	Bank and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. [4]					
Appraisal ratings - water adequac	Better than present minimum	Better than present minimum criteria [7]		Structurally deficient [1]			
Pier or abutment protection				22.1			
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 July 2009 [0709] Designated inspection frequency 12 Months							
Underwater inspection	Not needed [N]	Underwater inspec	ction date				
Fracture critical inspection Not needed [N]		Fracture critical inspection date					
Other special inspection Other special inspection date							