

HistoricBridges.org - National Bridge Inventory Data Sheet

2011 Inventory

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

Maryland [24]	Frederick County [021]	Unknown [00000]	0.87 MI S OF MD RTE 77	00-00-00 = 0.000000	000-00-00 = - 0.000000
200000F-0405010	Highway agency district 7	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 544	OLD MILL ROAD	Toll On free road [3]	Features intersected	OWENS CREEK	
Design - main 1	Aluminum, Wrought Iron or Cast Iron [9] Truss - Thru [10]	Design - approach 0	Other [00]	Kilometerpoint 149.6 km = 92.8 mi	Year built 1882
				Year reconstructed 2009	Skew angle 0
				Structure Flared	Historical significance Bridge is on the NRHP. [1]
Total length 21 m = 68.9 ft	Length of maximum span 21 m = 68.9 ft	Deck width, out-to-out 4.1 m = 13.5 ft	Bridge roadway width, curb-to-curb 3.7 m = 12.1 ft		
Inventory Route, Total Horizontal Clearance 3.6 m = 11.8 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Wood or Timber [8]				
Type of wearing surface					
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.6 km = 0.4 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating 29.7 metric ton = 32.7 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating 41.4 metric ton = 45.5 tons
Bridge posting		Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	64	Average daily truck traffi		%	Year	1996	Future average daily traffic	91	Year	2011
Road classification	Local (Rural) [09]			Lanes on structure	1		Approach roadway width	4.9 m = 16.1 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				Minimum vertical clearance over bridge roadway	3.5 m = 11.5 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	Work done by	Work to be done by contract [1]		
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost		Roadway improvement cost	
	Length of structure improvement	64 m = 210.0 ft	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="Posted for load [P]"/>	Appraisal ratings - structural	<input type="text" value="Better than present minimum criteria [7]"/>
Condition ratings - superstructure	<input type="text" value="Good [7]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - substructure	<input type="text" value="Good [7]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - deck	<input type="text" value="Good [7]"/>		
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="Equal to present minimum criteria [6]"/>	Status evaluation	<input type="text"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="72.5"/>
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 2010 [1010]"/>	Designated inspection frequency	<input type="text" value="12"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Every year [Y12]"/>	Fracture critical inspection date	<input type="text" value="October 2010 [1010]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>