HistoricBridges.org - National Bridge Inventory Data Sheet

2017 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

Maryland [24]	Cecil County [015]	Unknown [00000]	0.03 MI N OF OLD CON RD	39-41-04.66 = 39.684628	076-11-41.76 = -76.194933

200000CE0002010	Highway agency district: 2	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		
Route: 3		BELL MANOR RD	Toll: On free road [3]	Features intersected: CONOWINGO CREEK	

Design - main	Steel [3]	Design - approach		Kilometerpoint: 485.9 km = 301.3 mi	
1	Truss - Thru [10]	0	Other [00]	Year built: 1902	Year reconstructed: #Num!
				Skew angle: 0	Structure Flared:
				Historical significance: Historical significance is not determinable at this time. [4]	

Total length: 32.8 m = 107.6 ft	Length of maximum span: 32 m = 105.0 ft	Deck width, out-to-out: 5.9 m = 19.4 ft	Bridge roadway width, curb-to-curb: 4.8 m = 15.7 ft		
Inventory Route, Total Horizontal Clearance: 4.8 m = 15.7 ft	Curb or sidewalk width - left: 0 m = 0.0 ft	Curb or sidewalk width - right: 0 m = 0.0 ft			
Deck structure type: Open Grating [3]					
Type of wearing surface:					
Deck protection:					
Type of membrane/wearing surface:					

Weight Limits

Bypass, detour length	Method to determine inventory rating: Allowable Stress(AS) [2]	Inventory rating: 9.1 metric ton = 10.0 tons			
0.6 km = 0.4 mi	Method to determine operating rating: Allowable Stress(AS) [2]	Operating rating: 20 metric ton = 22.0 tons			
	Bridge posting: 30.0 - 39.9 % below [1]	Design Load: MS 18 / HS 20 [5]			

Functional Details

Average Daily Traffic	120	Average daily truck traffi	5 %	Year	2017	Future average daily traffic	140
Year	2039						
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	5.18 m = 17.0 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

Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	62000	Roadway improvement cost	7000
Length of structure improvement	32.9 m = 107.9 ft	Total project cost	69000
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 corrrective action [3]
Condition ratings - superstructure	Satisfactory [6]	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 corrrective action [3]
Condition ratings - deck	Good [7]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]
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	Equal to present minimum criteria [6]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	34.5

Culverts	Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - transitions	
Traffic safety features - approach guardrail	
Traffic safety features - approach guardrail ends	Not applicable or a safety feature is not required. [N]

Inspection date	January 2017 [0117]	Designated inspection frequency	24	Months

Underwater inspection	Unknown [Y60]	Underwater inspection date	January 2017 [0117]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	January 2017 [0117]
Other special inspection	Not needed [N]	Other special inspection date	