

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]	Baltimore County [005]	Unknown [00000]	0.5 MI S OF SPARKS RD	39-32-00.00 = 39.533333	076-37-00.00 = -76.616667
200000B-0017010	Highway agency district 4	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 235	CARROLL RD	Toll On free road [3]	Features intersected	CARROLL BRANCH	
Design - main 1	Aluminum, Wrought Iron or Cast Iron [9] Truss - Thru [10]	Design - approach 0	Other [00]	Kilometerpoint 461.8 km = 286.3 mi	Year built 1879
				Year reconstructed 2006	Skew angle 0
				Structure Flared	Historical significance Bridge is eligible for the NRHP. [2]
Total length	29 m = 95.1 ft	Length of maximum span	28 m = 91.9 ft	Deck width, out-to-out	5 m = 16.4 ft
Inventory Route, Total Horizontal Clearance	4.4 m = 14.4 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	Wood or Timber [7]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 1 km = 0.6 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	20.9 metric ton = 23.0 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	33.6 metric ton = 37.0 tons
Bridge posting	Equal to or above legal loads [5]	Design Load		

Functional Details

Average Daily Traffic	1700	Average daily truck traffi	5	%	Year	2013	Future average daily traffic	2200	Year	2035
Road classification	Minor Collector (Rural) [08]	Lanes on structure	1		Approach roadway width	4.6 m = 15.1 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	4.57 m = 15.0 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	Work done by	Work to be done by contract [1]								
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	14000	Roadway improvement cost	5000						
	Length of structure improvement	32 m = 105.0 ft		Total project cost	19000					
	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

Somewhat better than minimum adequacy to tolerate being left in place as is [5]

Condition ratings - superstructure

Satisfactory [6]

Appraisal ratings -
roadway alignment

Equal to present minimum criteria [6]

Condition ratings - substructure

Fair [5]

Appraisal ratings -
deck geometry

Basically intolerable requiring high priority of replacement [2]

Condition ratings - deck

Satisfactory [6]

Scour

Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]

Channel and channel protection

Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]

Appraisal ratings - water adequacy

Better than present minimum criteria [7]

Status evaluation

Pier or abutment protection

Sufficiency rating

51

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

Inspected feature meets currently acceptable standards. [1]

Inspected feature meets currently acceptable standards. [1]

Inspection date

December 2013 [1213]

Designated inspection frequency

24

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every two years [Y24]

Fracture critical inspection date

December 2013 [1213]

Other special inspection

Not needed [N]

Other special inspection date