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]	Harford County [025]	Unknown [00000]	0.02 MILES NE OF MD 24	39-37-47.70 = 39.629917	076-23-53.44 = -76.398178

200000H-0094010	Highway agency district 4	Owner	County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]

Route	120		CHERRY HILL ROAD	Toll	On free road [3]

Features intersected: DEER CREEK

Design - main	Steel [3]	Design - approach		Kilometerpoint	3.2 km = 2.0 mi
1	Truss - Thru [10]	0	Other [00]	Year built	#Num!
				Year reconstructed	1999
				Skew angle	0
				Structure Flared	

Historical significance: Bridge is eligible for the NRHP. [2]

Total length	37.8 m = 124.0 ft	Length of maximum span	35.7 m = 117.1 ft	Deck width, out-to-out	4.4 m = 14.4 ft	Bridge roadway width, curb-to-curb	3.8 m = 12.5 ft

Inventory Route, Total Horizontal Clearance	3.8 m = 12.5 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	Other [9]
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	17.7 metric ton = 19.5 tons
1.3 km = 0.8 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	29.5 metric ton = 32.5 tons
	Bridge posting	10.0 - 19.9 % below [3]	Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	500	Average daily truck traffi	5 %	Year	2009	Future average daily traffic	600
Year	2031						
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	4.3 m = 14.1 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	3.66 m = 12.0 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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	1800000	Roadway improvement cost	180000
Length of structure improvement	36.6 m = 120.1 ft	Total project cost	1980000
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	Fair [5]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
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	Superior to present desirable criteria [9]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	45.8
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	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail ends	Inpected feature meets currently acceptable standards. [1]

Inspection date	November 2016 [1116]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	November 2015 [1115]
Other special inspection	Every year [Y12]	Other special inspection date	November 2016 [1116]