

HistoricBridges.org - National Bridge Inventory Data Sheet

2019 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]	Cecil County [015]	Dundalk-Sparrows Point [14 MI WEST OF REEDY PT.	39-31-46.00 = 39.529444	075-48-50.00 = -75.813889
300000CECE01010	Highway agency district: 2	Owner	Corps of Engineers (Civil) [70]	Maintenance responsibility	Corps of Engineers (Civil) [70]
Route 213		MD RT 213	Toll	On free road [3]	Features intersected C&D CANAL
Design - main	Steel [3]	Design - approach	Steel [3]	Kilometerpoint	2156.5 km = 1337.0 mi
1	Arch - Thru [12]	32	Girder and floorbeam system [03]	Year built	1948
				Year reconstructed	1978
				Skew angle	0
				Structure Flared	
				Historical significance	Historical significance is not determinable at this time. [4]
Total length	1205.5 m = 3955.2 ft	Length of maximum span	164.5 m = 539.7 ft	Deck width, out-to-out	9.1 m = 29.9 ft
Inventory Route, Total Horizontal Clearance	7.5 m = 24.6 ft	Curb or sidewalk width - left	0.3 m = 1.0 ft	Curb or sidewalk width - right	1.1 m = 3.6 ft
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Latex Concrete or similar additive [3]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	31.2 metric ton = 34.3 tons
1.6 km = 1.0 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	50.9 metric ton = 56.0 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic	14352	Average daily truck traffi	15	%	Year	2016	Future average daily traffic	21800	Year	2033
Road classification	Principal Arterial - Other (Rural) [02]		Lanes on structure	2		Approach roadway width	7.5 m = 24.6 ft			
Type of service on bridge	Highway-pedestrian [5]		Direction of traffic	2 - way traffic [2]		Bridge median				
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Waterway [5]		Lanes under structure	0		Navigation control	Navigation control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	41 m = 134.5 ft		Navigation horizontal clearance	137.1 m = 449.8 ft						
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft					Minimum vertical clearance over bridge roadway	5.63 m = 18.5 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]		
Other structural work, including hydraulic replacements. [38]	Bridge improvement cost	2869000	Roadway improvement cost	5000
	Length of structure improvement	1205.5 m = 3955.2 ft	Total project cost	3221000
	Year of improvement cost estimate	2017		
	Border bridge - state		Border bridge - percent responsibility of other state	
	Border bridge - structure number			

Inspection and Sufficiency

Structure status	Open, no restriction [A]	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	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]		
Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection	None present but re-evaluation suggested [5]	Sufficiency rating	47.6
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends			
Inspection date	August 2017 [0817]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y48]	Underwater inspection date	October 2017 [1017]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	August 2017 [0817]
Other special inspection	Not needed [N]	Other special inspection date	