

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]	Myersville [54875]	AT MD RTE 17 INT	00-00-00 = 0.000000	000-00-00 = -0.000000
200000F-1615010	Highway agency district 7	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 122	E. CHURCH HILL RD	Toll On free road [3]	Features intersected	MIDDLE CREEK	
Design - main	Steel [3]	Design - approach	Kilometerpoint	3.2 km = 2.0 mi	
1	Truss - Thru [10]	0	Year built	1908	Year reconstructed 1994
		Other [00]	Skew angle	0	Structure Flared
			Historical significance	Bridge is not eligible for the NRHP. [5]	
Total length	20.1 m = 65.9 ft	Length of maximum span	20.1 m = 65.9 ft	Deck width, out-to-out	4.7 m = 15.4 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	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	18 metric ton = 19.8 tons
0.5 km = 0.3 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	29.7 metric ton = 32.7 tons
	Bridge posting	10.0 - 19.9 % below [3]	Design Load	MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic	204	Average daily truck traffi	4	%	Year	1996	Future average daily traffic	638	Year	2011
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	2.7 m = 8.9 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	99.99 m = 328.1 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

Bridge improvement cost

Roadway improvement cost

Length of structure improvement

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="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Good [7]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - substructure	<input type="text" value="Good [7]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
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 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	<input type="text" value="Equal to present desirable criteria [8]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="50.1"/>
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"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="August 2010 [0810]"/>	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="August 2010 [0810]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>