

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]	Carroll County [013]	Unknown [00000]	4.3 M E KEYSVILLE ROAD	00-00-00 = 0.000000	000-00-00 = - 0.000000
200000CL0227010	Highway agency district 7	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 15		MUMMAFORD ROAD	Toll On free road [3]	Features intersected MONOCACY RIVER	
Design - main Steel [3]	Design - approach		Kilometerpoint 474.7 km = 294.3 mi		
2	Truss - Thru [10]	0	Other [00]	Year built 1911	Year reconstructed 1988
				Skew angle 0	Structure Flared
				Historical significance Historical significance is not determinable at this time. [4]	
Total length 69.8 m = 229.0 ft	Length of maximum span 34.7 m = 113.9 ft	Deck width, out-to-out 4.9 m = 16.1 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	Open Grating [3]				
Type of wearing surface					
Deck protection	Unknown [8]				
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	35.1 metric ton = 38.6 tons
1 km = 0.6 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	51.3 metric ton = 56.4 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]	

Functional Details

Average Daily Traffic	218	Average daily truck traffi	8	%	Year	2008	Future average daily traffic	418	Year	2030
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	4 m = 13.1 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	4.82 m = 15.8 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	99.9 = Unlimited			
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]		
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	1100000	Roadway improvement cost	100000
	Length of structure improvement	76.2 m = 250.0 ft	Total project cost	1200000
	Year of improvement cost estimate			
	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

Meets minimum tolerable limits to be left in place as is [4]

Condition ratings - superstructur

Fair [5]

Appraisal ratings -
roadway alignment

Basically intolerable requiring high priority of corrective action [3]

Condition ratings - substructure

Poor [4]

Appraisal ratings -
deck geometry

Basically intolerable requiring high priority of replacement [2]

Condition ratings - deck

Satisfactory [6]

Scour

Bridge is scour critical; bridge foundations determined to be unstable. [3]

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

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

49.8

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]

Inspection date

July 2009 [0709]

Designated inspection frequency

24

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every two years [Y24]

Fracture critical inspection date

July 2009 [0709]

Other special inspection

Not needed [N]

Other special inspection date