

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Maryland [24]	Harford County [025]	Unknown [00000]	0.7 MI E TRAPPE CHURCH RD	39-37-03.61 = 39.617669	076-14-15.09 = -76.237525
200000H-0160010	Highway agency district 4	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 171	NOBLES MILL ROAD	Toll On free road [3]	Features intersected	DEER CREEK	
Design - main 1	Steel [3] Truss - Thru [10]	Design - approach 0	Other [00]	Kilometerpoint 131.9 km = 81.8 mi	Year built 1890 Year reconstructed 1998
				Skew angle 0	Structure Flared
				Historical significance Bridge is eligible for the NRHP. [2]	
Total length	46.3 m = 151.9 ft	Length of maximum span	45.1 m = 148.0 ft	Deck width, out-to-out	4.3 m = 14.1 ft
Inventory Route, Total Horizontal Clearance	4 m = 13.1 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 0.8 km = 0.5 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	16.3 metric ton = 17.9 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	26.8 metric ton = 29.5 tons
Bridge posting	20.0 - 29.9 % below [2]		Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

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	Posted for load [P]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Satisfactory [6]		
Scour	Countermeasures have been installed to mitigate an existing problem with scour. [7]		
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]		
Appraisal ratings - water adequacy	Basically intolerable requiring high priority of corrective action [3]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	27.8
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions			
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	November 2016 [1116]	Designated inspection frequency	24 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]