

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]                               | Harford County [025]   | Unknown [00000]                 | 2.64 MILES SOUTH OF US 1   | 39-60-14.89 =<br>40.004136   | 076-25-98.56<br>= -76.444044               |
| 100000120033010                             | Highway agency district 4  | Owner State Highway Agency [01] | Maintenance responsibility | State Highway Agency [01]  |  |
| Route 136                                   | MD 136   | Toll On free road [3]           | Features intersected       | DEER CREEK   |  |
| Design - main<br>1                          | Steel [3]<br>Truss - Thru [10]                                     | Design - approach<br>0          | Other [00]                 | Kilometerpoint<br>1475.5 km = 914.8 mi                                   | Year built 1931<br>Year reconstructed 1987 |
|   |  |                                 |                            | Skew angle 0   | Structure Flared                           |
|   |  |                                 |                            | Historical significance<br>Bridge is possibly eligible for the NRHP. [3] |  |
| Total length                                | 32.6 m = 107.0 ft  | Length of maximum span          | 30.5 m = 100.1 ft          | Deck width, out-to-out   | 6.5 m = 21.3 ft                            |
| Inventory Route, Total Horizontal Clearance | 6.1 m = 20.0 ft  | Curb or sidewalk width - left   | 0 m = 0.0 ft               | Curb or sidewalk width - right   | 0 m = 0.0 ft                               |
| Deck structure type                         | Concrete Cast-in-Place [1]   |                                 |                            |  |  |
| Type of wearing surface                     | Monolithic Concrete (concurrently placed with structural deck) [1] |                                 |                            |  |  |
| Deck protection                             | Epoxy Coated Reinforcing [1]                                       |                                 |                            |  |  |
| Type of membrane/wearing surface            |  |                                 |                            |  |  |

**Weight Limits**

|                       |                                      |                     |                   |                             |
|-----------------------|--------------------------------------|---------------------|-------------------|-----------------------------|
| Bypass, detour length | Method to determine inventory rating | Load Factor(LF) [1] | Inventory rating  | 23.6 metric ton = 26.0 tons |
| 1.4 km = 0.9 mi       | Method to determine operating rating | Load Factor(LF) [1] | Operating rating  | 39.5 metric ton = 43.5 tons |
| Bridge posting        | Equal to or above legal loads [5]    | Design Load         | MS 18 / HS 20 [5] |                             |

### Functional Details

|   |                                       |                            |   |                                       |      |  |                              |      |      |      |
|---|---------------------------------------|----------------------------|---|---------------------------------------|------|--|------------------------------|------|------|------|
| Average Daily Traffic                                       | 7301                                  | Average daily truck traffi | 8   | %                                     | Year | 2009   | Future average daily traffic | 7968 | Year | 2026 |
| Road classification   | Minor Arterial (Rural) [06]           |                            | Lanes on structure                                | 2                                     |      | Approach roadway width                         | 6.4 m = 21.0 ft              |      |      |      |
| Type of service on bridge                                   | Highway [1]                           |                            | 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 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                      | Work to be done by contract [1] |                          |   |        |  |
| Widening of existing bridge or other major structure without deck rehabilitation or replacement [33] | Bridge improvement cost           | 137000                          | Roadway improvement cost | 14000   |        |  |
|  | Length of structure improvement   | 32.6 m = 107.0 ft               |                          | Total project cost                                    | 151000 |  |
|  | 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="Open, no restriction [A]"/>  | 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="Satisfactory [6]"/>  | Appraisal ratings - roadway alignment | <input type="text" value="Equal to present desirable criteria [8]"/>   |
| Condition ratings - substructure                  | <input type="text" value="Satisfactory [6]"/>  | Appraisal ratings - deck geometry     | <input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>                |
| Condition ratings - deck                          | <input type="text" value="Satisfactory [6]"/>  |                                       |  |
| Scour   | <input type="text" value="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/>  |                                       |  |
| Channel and channel protection                    | <input type="text" value="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                | <input type="text" value="Superior to present desirable criteria [9]"/>  | Status evaluation                     | <input type="text" value="Functionally obsolete [2]"/>   |
| Pier or abutment protection                       | <input type="text" value="None present but re-evaluation suggested [5]"/>  | Sufficiency rating                    | <input type="text" value="59.3"/>  |
| Culverts  | <input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>   |                                       |  |
| Traffic safety features - railings                | <input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>   |                                       |  |
| Traffic safety features - transitions             | <input type="text" value=""/>  |                                       |  |
| Traffic safety features - approach guardrail      | <input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>   |                                       |  |
| Traffic safety features - approach guardrail ends | <input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>   |                                       |  |
| Inspection date                                   | <input type="text" value="March 2016 [0316]"/>   | Designated inspection frequency       | <input type="text" value="12"/> Months   |
| Underwater inspection                             | <input type="text" value="Not needed [N]"/>  | Underwater inspection date            | <input type="text" value=""/>  |
| Fracture critical inspection                      | <input type="text" value="Every year [Y12]"/>  | Fracture critical inspection date     | <input type="text" value="March 2016 [0316]"/>   |
| Other special inspection                          | <input type="text" value="Not needed [N]"/>  | Other special inspection date         | <input type="text" value=""/>  |