

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] | 0.87 MILE NORTH OF US 1 | 39-30-55.63 = 39.515453 | 076-22-08.70 = -76.369083 |
| 100000120004010 | Highway agency district 4 | Owner State Highway Agency [01] | Maintenance responsibility | State Highway Agency [01] | |
| Route 1 | US 1 BU | Toll On free road [3] | Features intersected WINTERS RUN | | |
| Design - main Concrete [1] | Design - approach Other [00] | Kilometerpoint 140 km = 86.8 mi | Year built 1930 | Year reconstructed #Num! | |
| 1 | Arch - Deck [11] | Skew angle 0 | Structure Flared | | |
| | | Historical significance Bridge is possibly eligible for the NRHP. [3] | | | |
| Total length 16.8 m = 55.1 ft | Length of maximum span 16.8 m = 55.1 ft | Deck width, out-to-out 16.6 m = 54.5 ft | Bridge roadway width, curb-to-curb 15.2 m = 49.9 ft | | |
| Inventory Route, Total Horizontal Clearance 15.2 m = 49.9 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 | Bituminous [6] | | | | |
| Deck protection | | | | | |
| Type of membrane/wearing surface | | | | | |

Weight Limits

| | | | | |
|--|--------------------------------------|---------------------|------------------|-----------------------------|
| Bypass, detour length 0.3 km = 0.2 mi | Method to determine inventory rating | Load Factor(LF) [1] | Inventory rating | 32.7 metric ton = 36.0 tons |
| | Method to determine operating rating | Load Factor(LF) [1] | Operating rating | 32.7 metric ton = 36.0 tons |
| Bridge posting | Equal to or above legal loads [5] | | Design Load | |

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 | <input type="text" value="Open, no restriction [A]"/> | Appraisal ratings - structural | <input type="text" value="Equal to present minimum criteria [6]"/> |
| 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 corrective action [3]"/> |
| Condition ratings - deck | <input type="text" value="Satisfactory [6]"/> | | |
| 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 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="77.3"/> |
| 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="Inspected feature meets currently acceptable standards. [1]"/> | | |
| 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="June 2016 [0616]"/> | Designated inspection frequency | <input type="text" value="24"/> Months |
| Underwater inspection | <input type="text" value="Unknown [Y48]"/> | Underwater inspection date | <input type="text" value="July 2014 [0714]"/> |
| Fracture critical inspection | <input type="text" value="Not needed [N]"/> | Fracture critical inspection date | <input type="text"/> |
| Other special inspection | <input type="text" value="Not needed [N]"/> | Other special inspection date | <input type="text"/> |