Structurally Deficient Bridges on Maryland's Highway System

As of June 25, 2015

Route	Over Location	Status
MD 550	ISRAEL CREEK	construction
MD 193	I-495	construction
MD 140	N BR OF PATAPSCO RIVER	construction
I-695	MILFORD MILL ROAD	construction
US 40	I-70	construction
MD 272	AMTRAK	construction
MD 261	FISHING CREEK	construction
I-695 IL	BENSON AVE	construction
I-695 IL	US 1, LEEDS AVE, AMTRAK	construction
MD 5	EASTERN BRANCH	construction
MD 695 OL	NORTHEAST CREEK	construction
MD 25	GEORGES RUN	construction
DARCY RD	I-95	open end sub repair
I-95 IL	MD 414	open end sub repair
I-95 OL	MD 414	open end sub repair
MD 195	SLIGO CREEK PKWY & SLIGO CR	bids open
MD 222	ROCK RUN	design/funded
US 13 SB	KINGS CREEK	design/funded
MD 349	WINDSOR CREEK	design/funded
I-70 EB	I-70 RAMP A	design/funded
MD 140	FLAT RUN	design/funded
MD 47	NORTH BRANCH	design/funded
US 40 EB	US 40 RAMP F	design
US 15 NB	MD 26	design
I-95 IL	SUITLAND ROAD	design
I-95 OL	SUITLAND ROAD	design
MD 546	I-68	design
US 301 NB	MD 290	design
MD 77	MONOCACY RIVER	design
SEMINARY RD	I-495	design
MD 355	CSX TRANS.	design
US 40 EBR	LITTLE GUNPOWDER FALLS	design
US 40 WBR	LITTLE GUNPOWDER FALLS	design
MD 355	LITTLE BENNETT CREEK	design
MD 36	JENNINGS RUN	design
MD 137	I-83	design
PUTTY HILL RD	I-695	design
MD 86	SOUTH BR GUNPOWDER FALLS	design
MD 254	NEALE SOUND	design
MD 234	GILBERT SWAMP RUN	design
MD 194	LITTLE PIPE CREEK	design
MD 355	BENNETT CREEK	design
MD 478	BRANCH OF POTOMAC RIVER	design
MD 464	LITTLE CATOCTIN CREEK	design
MD 364	DIVIDING CREEK	design
I-70WB	I-81	design
I-95 IL	SUITLAND PARKWAY	design
I-95 OL	SUITLAND PARKWAY	design
US 1	CSX TRANSPORTATION	design
I-83 NBR	PADONIA ROAD	design
MD 128	MCGILL RUN	design
CROSBY RD	I-695	design
MD 496	BIG PIPE CREEK	design
MD 273	BIG ELK CREEK	design
MD 224	THORNE GUT	design
MD 28	MONOCACY RIVER	design
MD 213	GRAVEL RUN	design
MD 68	BEAVER CREEK	design
MD 213	OLD MILL STREAM	design
I-70 EB	MD 65	design
MD 39	YOUGHIOGHENY RIVER	design
TRIDELPHIA RD	MD 32	design
I-270 NB I-270 SB	MD 85 MD 85	Included in MD 85/I-270 Interchange Reconstruction
MD 151	PAT & BACK RIVER RR, MD 151B	planning
MD 151B	PATAPSCO & BACK RIVER RR	planning
MD 831C	JENNINGS RUN	planning
MD 42	BUFFALO RUN	construction
MD 5 SB	MD 414	planning
MD 56	I-70	planning

Notes:

Structurally Deficient Bridges Funded with Additional $195 million

Structurally Deficient Bridges Funded with FY 15 - 2020 Capital Program

MARYLAND DEPARTMENT OF TRANSPORTATION'S BRIDGE INSPECTION PROGRAM FACT SHEET

- Of the more than 5,300 bridges in the State, the Maryland Department of Transportation's State Highway Administration (SHA) maintains 2,578 bridges.

- SHA bridge inspectors conduct inspections at least once every two years on bridges, ramps, and overpasses constructed and maintained by SHA. Underwater inspections are conducted at least once every four years.

- SHA does everything possible to keep ALL bridges in Maryland SAFE. SHA's aggressive inspection program identifies bridges very early that may need to be repaired or replaced.

- Bridges are classified by Federal Highway Administration (FHWA) in two categories: functionally obsolete and structurally deficient.

  - Of the 2,578 bridges along the State highway system, 357 are classified as functionally obsolete. Bridges are classified as functionally obsolete if lanes are narrow, no shoulders, prone to flooding or have height restrictions. This IS NOT related to the structural condition of the bridge.

  - Of the 2,578 bridges along the State highway system, 70 are currently (6/25/15) classified as structurally deficient. These bridges also are SAFE, though they have been identified for rehabilitation or replacement.

- All SHA inspectors are trained and certified by the FHWA.

- SHA has four, three-person teams and three, two-person teams made up of trained technicians that look for anything that may indicate a structural problem (cracks, concrete deterioration, damage from a vehicle striking a bridge, settlement, erosion, blockage that prevents water flow, misalignment of beams etc…). SHA also samples concrete and materials for structural integrity.

- If a problem is found, structural engineers are dispatched to determine the severity, which could result in a bridge being posted with a weight limit to alert drivers of the maximum weight allowed.

- A bridge is classified as any structure with a span of greater than 20 feet.

- FHWA audits the bridge inspection program every year. SHA's program continually receives an 'excellent' rating.

- All other Maryland jurisdictions (counties, municipalities, federal government) are responsible for maintaining and inspecting bridges on the non-state system. All of the non-State maintained bridges are also inspected at least once every two years.

  - Maryland Transportation Authority (MdTA) maintains and inspects ALL toll bridges and all bridges along I-95 between the Baltimore city/Baltimore County line and the Delaware line.

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