

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] Garrett County [023] Grantsville [34525] 0.08 MI E OF MD RTE 495 00-00-00 = 0.000000 000-00-00 = - 0.000000

200000G-0103010 Highway agency district 6 Owner County Highway Agency [02] Maintenance responsibility County Highway Agency [02]

Route 220 MAPLE GROVE ROAD Toll On free road [3] Features intersected CASSELMAN RIVER

Design - main Concrete [1] Design - approach Other [00] Kilometerpoint 12.9 km = 8.0 mi

1 Arch - Deck [11] 0 Other [00] Year built 1926 Year reconstructed N/A [0000]

Skew angle 0 Structure Flared

Historical significance Bridge is eligible for the NRHP. [2]

Total length 17.4 m = 57.1 ft Length of maximum span 16.8 m = 55.1 ft Deck width, out-to-out 4.1 m = 13.5 ft Bridge roadway width, curb-to-curb 3.5 m = 11.5 ft

Inventory Route, Total Horizontal Clearance 3.4 m = 11.2 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft

Deck structure type Other [9]

Type of wearing surface Bituminous [6]

Deck protection

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 25.2 metric ton = 27.7 tons

Method to determine operating rating Allowable Stress(AS) [2] Operating rating 32.4 metric ton = 35.6 tons

Bridge posting 00.1 - 09.9 % below [4] Design Load

Functional Details

Average Daily Traffic	360	Average daily truck traffi	5	%	Year	2007	Future average daily traffic	440	Year	2029
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	3.7 m = 12.1 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	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]							
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	330000	Roadway improvement cost	22000						
	Length of structure improvement	18.3 m = 60.0 ft		Total project cost	352000					
	Year of improvement cost estimate	2005								
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

Inspection and Sufficiency

Structure status	<input type="text" value="Posted for load [P]"/>	Appraisal ratings - structural	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - superstructure	<input type="text" value="Poor [4]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Poor [4]"/>		
Scour	<input type="text" value="Bridge is scour critical; bridge foundations determined to be unstable. [3]"/>		
Channel and channel protection	<input type="text" value="Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Equal to present minimum criteria [6]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="44.3"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="September 2009 [0909]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
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"/>