

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] Washington County [043] Bartonsville [04650] 0.03 MILE SOUTH OF MD 894 39-42-00 = 39.700000 078-11-12 = - 78.186667

100000210124010 Highway agency district 6 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 522 US 522 Toll On free road [3] Features intersected MD 144, MD 894, SOUTH ST

Design - main Steel continuous [4] Design - approach Stringer/Multi-beam or girder [02] Other [00] Kilometerpoint 101.4 km = 62.9 mi Year built 1937 Year reconstructed N/A [0000] Skew angle 0 Structure Flared Historical significance Bridge is eligible for the NRHP. [2]

Total length 178.6 m = 586.0 ft Length of maximum span 48.8 m = 160.1 ft Deck width, out-to-out 9.9 m = 32.5 ft Bridge roadway width, curb-to-curb 7.3 m = 24.0 ft Inventory Route, Total Horizontal Clearance 7.3 m = 24.0 ft Curb or sidewalk width - left 0.9 m = 3.0 ft Curb or sidewalk width - right 0.9 m = 3.0 ft

Deck structure type Concrete Cast-in-Place [1]

Type of wearing surface Monolithic Concrete (concurrently placed with structural deck) [1]

Deck protection

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 19.9 km = 12.3 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 26.1 metric ton = 28.7 tons

Method to determine operating rating Load Factor(LF) [1] Operating rating 48.6 metric ton = 53.5 tons

Bridge posting Equal to or above legal loads [5] Design Load M 18 / H 20 [4]

Functional Details

Average Daily Traffic	7901	Average daily truck traffi	8	%	Year	2009	Future average daily traffic	12962	Year	2026
Road classification	Principal Arterial - Other (Rural) [02]		Lanes on structure	2	Approach roadway width	7.3 m = 24.0 ft				
Type of service on bridge	Highway-pedestrian [5]		Direction of traffic	2 - way traffic [2]		Bridge median				
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Highway-waterway [6]		Lanes under structure	2	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	Highway beneath structure [H]									
Minimum lateral underclearance on right	5.5 m = 18.0 ft				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	5.18 m = 17.0 ft		Minimum vertical underclearance reference feature	Highway beneath structure [H]						
Appraisal ratings - underclearances	Superior to present desirable criteria [9]									

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	1143000	Roadway improvement cost	114000						
	Length of structure improvement	178.6 m = 586.0 ft		Total project cost	1257000					
	Year of improvement cost estimate									
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]		
Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection	None present but re-evaluation suggested [5]	Sufficiency rating	49.9
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			
Traffic safety features - approach guardrail ends			
Inspection date	December 2010 [1210]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	December 2010 [1210]
Other special inspection	Not needed [N]	Other special inspection date	