

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**

Kentucky [21]	Floyd County [071]	Unknown [00000]	.05 MI WEST OF JCT US 23	37-33-28.00 = 37.557778	082-38-01.00 = -82.633611
036B00040N	Highway agency district: 12	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 2557	KY-2557	Toll On free road [3]	Features intersected	LEVISA FORK	
Design - main	Steel [3]	Design - approach	Steel [3]	Kilometerpoint	36.2 km = 22.4 mi
1	Truss - Thru [10]	7	Stringer/Multi-beam or girder [02]	Year built	1920
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]
Total length	221.6 m = 727.1 ft	Length of maximum span	61 m = 200.1 ft	Deck width, out-to-out	4.5 m = 14.8 ft
				Bridge roadway width, curb-to-curb	3 m = 9.8 ft
Inventory Route, Total Horizontal Clearance	3 m = 9.8 ft	Curb or sidewalk width - left	0.9 m = 3.0 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	Unknown [8]				
Type of membrane/wearing surface	Unknown [8]				

**Weight Limits**

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	99.8 metric ton = 109.8 tons
15.9 km = 9.9 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	99.8 metric ton = 109.8 tons
Bridge posting	Equal to or above legal loads [5]		Design Load	Railroad [8]

### Functional Details

Average Daily Traffic	273	Average daily truck traffi	11	%	Year	2015	Future average daily traffic	229	Year	2035
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	5 m = 16.4 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	Highway-waterway [6]		Lanes under structure	1		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	0 = N/A				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	99.99 m = 328.1 ft			Minimum vertical underclearance reference feature	Highway beneath structure [H]					
Appraisal ratings - underclearances	Basically intolerable requiring high priority of replacement [2]									

### 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	1636000	Roadway improvement cost	0
	Length of structure improvement	22.2 m = 72.8 ft	Total project cost	1635000
	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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		
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	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	41.6
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	September 2018 [0918]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	October 2018 [1018]
Other special inspection	Not needed [N]	Other special inspection date	