

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

West Virginia [54]	Fayette County [019]	Unknown [00000]	0.10 MI E OF CR 25	03-72-03.48 = 4.200967	081-14-56.40 = -81.249000
00000000010A126	Highway agency district 9	Owner Railroad [27]	Maintenance responsibility Railroad [27]		
Route 2502	CR 25/2 & CSX RR	Toll On free road [3]	Features intersected NEW RIVER		
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint 16.1 km = 10.0 mi	Year built 1916	Year reconstructed 1951	
1	Truss - Thru [10]	10	Stringer/Multi-beam or girder [02]	Skew angle 45	Structure Flared
		Historical significance	Bridge is eligible for the NRHP. [2]		
Total length 251.9 m = 826.5 ft	Length of maximum span 68.9 m = 226.1 ft	Deck width, out-to-out 3.8 m = 12.5 ft	Bridge roadway width, curb-to-curb 3.7 m = 12.1 ft		
Inventory Route, Total Horizontal Clearance 3.6 m = 11.8 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Open Grating [3]				
Type of wearing surface	Other [9]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 5.6 km = 3.5 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	10.9 metric ton = 12.0 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	10.9 metric ton = 12.0 tons
Bridge posting		Design Load		

Functional Details

Average Daily Traffic	200	Average daily truck traffi	6	%	Year	2009	Future average daily traffic	244	Year	2029
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	3.4 m = 11.2 ft			
Type of service on bridge	Highway-railroad [4]		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]								
Other structural work, including hydraulic replacements. [38]	Bridge improvement cost	150000	Roadway improvement cost	10000						
	Length of structure improvement	230.4 m = 755.9 ft		Total project cost	160000					
	Year of improvement cost estimate	2011								
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

Inspection and Sufficiency

Structure status	Posted for load [P]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
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 assessed or calculated scour condition. [5]		
Channel and channel protection	Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]		
Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	19
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	October 2011 [1011]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	February 2013 [0213]
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	