HistoricBridges.org - National Bridge Inventory Data Sheet

1992 Inventory

The National Bridge Inventory contains data submitted by state transportion 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

Illinois [17]	Bureau County [011]	Arispie [02076]	3 MI. E. OF TISKILWA	41-17-24 = 41.290000	089-26-18 = -89.438333

6400401646 | Highway agency district: 2 | Owner: Town or Township Highway Agency [03] | Maintenance responsibility: Town or Township Highway Agency [03]

Route: 268 | | TR 268 | Toll: On free road [3] | Features intersected: BUREAU CR.

Design - main	Steel [3]	Design - approach	Steel [3]	Kilometerpoint	
3	Truss - Thru [10]	3	Stringer/Multi-beam or girder [02]	Year built: 1899	Year reconstructed: 1949
				Skew angle: 0	Structure Flared:
				Historical significance	Historical significance is not determinable at this time. [4]

Total length	53.6 m = 175.9 ft	Length of maximum span	33.2 m = 108.9 ft	Deck width, out-to-out	3.9 m = 12.8 ft	Bridge roadway width, curb-to-curb	3.9 m = 12.8 ft
Inventory Route, Total Horizontal Clearance	3.9 m = 12.8 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft		

Deck structure type: Wood or Timber [8]

Type of wearing surface: Other [9]

Deck protection:

Type of membrane/wearing surface:

Weight Limits

Bypass, detour length	Method to determine inventory rating		Inventory rating	5.4 metric ton = 5.9 tons	
1 km = 0.6 mi	Method to determine operating rating		Operating rating	9 metric ton = 9.9 tons	
	Bridge posting		Design Load		

Functional Details

Average Daily Traffic	50	Average daily truck traffi		%	Year 1987	Future average daily traffic	100	Year	2012

Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	7.3 m = 24.0 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	3.35 m = 11.0 ft		
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]				
Minimum lateral underclearance on right	0 = N/A	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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	200000	Roadway improvement cost	20000
Length of structure improvement	64.3 m = 211.0 ft	Total project cost	300000
Year of improvement cost estimate			
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	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructur	Serious [3]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - substructure	Critical [2]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Poor [4]		
Scour	Scour calculation/evaluation has not been made. [6]		
Channel and channel protection	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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	0
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	Inpected feature meets currently acceptable standards. [1]		

Inspection date	November 1991 [1191]	Designated inspection frequency	24	Months
Underwater inspection	Not needed [N]	Underwater inspection date		
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	November 1991 [1191]	
Other special inspection	Not needed [N]	Other special inspection date		