

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

Illinois [17]	Christian County [021]	Unknown [00000]	1.5 M WSW MORRISONVL	39-24-51.80 = 3	089-29-28.35 = -8
11324100000000	Highway agency district: 6	Owner: Town or Township Highway Agency [03]	Maintenance responsibility: Town or Township Highway Agency [03]		
Route 0	TR 297	Toll: On free road [3]	Features intersected: PRAIRIE FORK		
Design - main: Steel [3]	Design - approach: Other [00]	Kilometerpoint: 24.1 km = 14.9 mi	Year built: #Num!	Year reconstructed:	
1	Truss - Thru [10]	0	Skew angle: 0	Structure Flared:	
			Historical significance: Bridge is not eligible for the NRHP. [5]		
Total length: 18.9 m = 62.0 ft	Length of maximum span: 18.7 m = 61.4 ft	Deck width, out-to-out: 4.3 m = 14.1 ft	Bridge roadway width, curb-to-curb: 4.2 m = 13.8 ft		
Inventory Route, Total Horizontal Clearance: 4.2 m = 13.8 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: Wood or Timber [7]					
Deck protection:					
Type of membrane/wearing surface:					

Weight Limits

Bypass, detour length: 0.3 km = 0.2 mi	Method to determine inventory rating: No rating analysis or evaluation perfor	Inventory rating: 0 metric ton = 0.0 tons
	Method to determine operating rating: No rating analysis or evaluation perfor	Operating rating: 0 metric ton = 0.0 tons
Bridge posting:	Design Load:	

Functional Details

Average Daily Traffic	25	Average daily truck traffi	0	%	Year	2005	Future average daily traffic	29	Year	2032
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	4 m = 13.1 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	0 m = 0.0 ft			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	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	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	76000	Roadway improvement cost	8000						
	Length of structure improvement	26.5 m = 86.9 ft		Total project cost	114000					
	Year of improvement cost estimate									
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

Inspection and Sufficiency

Structure status

Bridge closed to all traffic [K]

Appraisal ratings - structural

Condition ratings - superstructure

Appraisal ratings - roadway alignment

Condition ratings - substructure

Appraisal ratings - deck geometry

Condition ratings - deck

Scour

Bridge foundations determined to be stable for assessed or calculated scour condition. [5]

Channel and channel protection

Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]

Appraisal ratings - water adequacy

Meets minimum tolerable limits to be left in place as is [4]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

17.9

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

December 2014 [1214]

Designated inspection frequency

24

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Not needed [N]

Fracture critical inspection date

Other special inspection

Every year [Y12]

Other special inspection date

December 2009 [1209]