HistoricBridges.org - National Bridge Inventory Data Sheet

2010 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]	Cook County [031]	Alsip [01010]	0.6 M N IL 83	41-39-20 = 41.6	087-44-18 = -87.7

000016042104129	Highway agency district: 1	Owner: State Highway Agency [01]	Maintenance responsibility: State Highway Agency [01]		
Route: 50		IL 50 (CICERO AVE	Toll: On free road [3]	Features intersected: CAL SAG CHANNEL	

Design - main: Steel [3]		Design - approach: Steel [3]		Kilometerpoint: 6474.6 km = 4014.3 mi	
1	Truss - Thru [10]	2	Stringer/Multi-beam or girder [02]	Year built: 1938	Year reconstructed: 1984
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is not eligible for the NRHP. [5]	

Total length: 115.2 m = 378.0 ft	Length of maximum span: 82.3 m = 270.0 ft	Deck width, out-to-out: 17.6 m = 57.7 ft	Bridge roadway width, curb-to-curb: 13.3 m = 43.6 ft
Inventory Route, Total Horizontal Clearance: 13.3 m = 43.6 ft	Curb or sidewalk width - left: 1.5 m = 4.9 ft	Curb or sidewalk width - right: 1.5 m = 4.9 ft	
Deck structure type: Concrete Cast-in-Place [1]			
Type of wearing surface: Monolithic Concrete (concurrently placed with structural deck) [1]			
Deck protection: Epoxy Coated Reinforcing [1]			
Type of membrane/wearing surface:			

Weight Limits

Bypass, detour length: 0.3 km = 0.2 mi	Method to determine inventory rating: Allowable Stress(AS) [2]		Inventory rating: 33.3 metric ton = 36.6 tons		
	Method to determine operating rating: Allowable Stress(AS) [2]		Operating rating: 53.1 metric ton = 58.4 tons		
	Bridge posting: Equal to or above legal loads [5]		Design Load: MS 18 / HS 20 [5]		

Functional Details

Average Daily Traffic	41700	Average daily truck traffi	8 %	Year	2009	Future average daily traffic	49950
Year	2021						
Road classification	Other Principal Arterial (Urban) [14]	Lanes on structure	4	Approach roadway width	13.4 m = 44.0 ft		
Type of service on bridge	Highway [1]	Direction of traffic	2 - way traffic [2]	Bridge median			
Parallel structure designation	No parallel structure exists. [N]						
Type of service under bridge	Waterway [5]	Lanes under structure	0	Navigation control	Navigation control on waterway (bridge permit required). [1]		
Navigation vertical clearanc	7.3 m = 24.0 ft	Navigation horizontal clearance	60.3 m = 197.8 ft				
Minimum navigation vertical clearance, vertical lift bridge		Minimum vertical clearance over bridge roadway	5.26 m = 17.3 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

Bridge deck rehabilitation with only incidental widening. [36]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	1307000	Roadway improvement cost	131000
Length of structure improvement	115.2 m = 378.0 ft	Total project cost	1963000
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 - superstructur	Poor [4]	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	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	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	41.2

Culverts	Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - transitions	
Traffic safety features - approach guardrail	
Traffic safety features - approach guardrail ends	

Inspection date	November 2009 [1109]	Designated inspection frequency	12	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	November 2009 [1109]
Other special inspection	Not needed [N]	Other special inspection date	