HistoricBridges.org - National Bridge Inventory Data Sheet

2015 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]	De Witt County [039]	Unknown [00000]	3.3 MI NW OF DEWITT	40-13-28.02 = 4	088-49-18.16 = -8

20307900000000 | Highway agency district: 5 | Owner: Town or Township Highway Agency [03] | Maintenance responsibility: Town or Township Highway Agency [03]

Route: 0 | TR 188 | Toll: On free road [3] | Features intersected: N FORK SALT CREEK

Design - main	Steel [3]	Design - approach	
1	Truss - Thru [10]	0	Other [00]

Kilometerpoint: 685.6 km = 425.1 mi

Year built: 1911 | Year reconstructed:

Skew angle: 0 | Structure Flared:

Historical significance: Bridge is not eligible for the NRHP. [5]

Total length: 31.7 m = 104.0 ft | Length of maximum span: 30.5 m = 100.1 ft | Deck width, out-to-out: 4.3 m = 14.1 ft | Bridge roadway width, curb-to-curb: 4.3 m = 14.1 ft

Inventory Route, Total Horizontal Clearance: 4.3 m = 14.1 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 km = 0.0 mi

Method to determine inventory rating: Load Factor (LF) rating reported by rati | Inventory rating: 11 metric ton = 12.1 tons

Method to determine operating rating: Load Factor (LF) rating reported by rati | Operating rating: 18.5 metric ton = 20.4 tons

Bridge posting: | Design Load:

Functional Details

Average Daily Traffic	275	Average daily truck traffi	0 %	Year	2013	Future average daily traffic	100
Year	2032						
Road classification	Local (Rural) [09]	Lanes on structure	1	Approach roadway width	4.3 m = 14.1 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

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	128000	Roadway improvement cost	13000
Length of structure improvement	41.1 m = 134.8 ft	Total project cost	192000
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	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 replacement [2]
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	Meets minimum tolerable limits to be left in place as is [4]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	18

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	January 2014 [0114]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	June 2013 [0613]
Other special inspection	Not needed [N]	Other special inspection date	