

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]	Iroquois County [075]	Martinton [47293]	3.25 W MARTINTON	40-54-54 = 40.915000	087-46-48 = - 87.780000
38453309138	Highway agency district 3	Owner Town or Township Highway Agency [03]	Maintenance responsibility	Town or Township Highway Agency [03]	
Route 224	TR 224	Toll On free road [3]	Features intersected	PIKE CREEK	
Design - main Steel [3]	Design - approach	Kilometerpoint	Year built 1955	Year reconstructed N/A [0000]	
1	Truss - Thru [10]	0	Other [00]	Skew angle 0	Structure Flared
			Historical significance	Historical significance is not determinable at this time. [4]	
Total length 31.4 m = 103.0 ft	Length of maximum span 30.5 m = 100.1 ft	Deck width, out-to-out 6 m = 19.7 ft	Bridge roadway width, curb-to-curb 5.6 m = 18.4 ft		
Inventory Route, Total Horizontal Clearance 6 m = 19.7 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.6 km = 0.4 mi	Method to determine inventory rating	Inventory rating 12.6 metric ton = 13.9 tons
	Method to determine operating rating	Operating rating 19.8 metric ton = 21.8 tons
Bridge posting 30.0 - 39.9 % below [1]	Design Load	M 9 / H 10 [1]

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

Year of improvement cost estimate

Border bridge - state Border bridge - percent responsibility of other state

Border bridge - structure number

Inspection and Sufficiency

Structure status	<input type="text" value="Posted for load [P]"/>	Appraisal ratings - structural	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - superstructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Good [7]"/>	Appraisal ratings - deck geometry	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
Scour	<input type="text" value="Scour calculation/evaluation has not been made. [6]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Better than present minimum criteria [7]"/>	Status evaluation	<input type="text"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="57.6"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Inspection date	<input type="text" value="April 1991 [0491]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Not needed [N]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>

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Basic Information

Illinois [17]	Iroquois County [075]	Martinton [47293]	2.75 W MARTINTON	40-54-53 = 40.9	087-46-47 = -87.7		
38455643993	Highway agency district	3	Owner	Town or Township Highway Agency [03]	Maintenance responsibility	Town or Township Highway Agency [03]	
Route	224	TR 224	Toll	On free road [3]	Features intersected	PIKE CREEK	
Design - main	Steel continuous [4]	Design - approach		Kilometerpoint	601.8 km = 373.1 mi		
3	Stringer/Multi-beam or girder [02]	0	Other [00]	Year built	2011	Year reconstructed	#Num!
				Skew angle	30	Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]		
Total length	40.5 m = 132.9 ft	Length of maximum span	15.2 m = 49.9 ft	Deck width, out-to-out	9.1 m = 29.9 ft	Bridge roadway width, curb-to-curb	9.1 m = 29.9 ft
Inventory Route, Total Horizontal Clearance	9.1 m = 29.9 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 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	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	32.4 metric ton = 35.6 tons
0.5 km = 0.3 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	44.1 metric ton = 48.5 tons
Bridge posting	Equal to or above legal loads [5]		Design Load	MS 22.5 / HS 25 [9]

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

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Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

Year of improvement cost estimate

Border bridge - state Border bridge - percent responsibility of other state

Border bridge - structure number

Inspection and Sufficiency

Structure status	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - superstructure	<input type="text" value="Excellent [9]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Excellent [9]"/>	Appraisal ratings - deck geometry	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - deck	<input type="text" value="Excellent [9]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Superior to present desirable criteria [9]"/>	Status evaluation	<input type="text"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="100"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - transitions	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Inspection date	<input type="text" value="June 2011 [0611]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Not needed [N]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>