# HistoricBridges.org - National Bridge Inventory Data Sheet

**2012 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] | Iroquois County [075] | Milford [49061] | 1.5 MI E MILFORD | 40-37-10 = 40.6 | 087-39-42 = -87.6 |

| | | | | | |
|---|---|---|---|---|---|
| 38473909203 | Highway agency district 3 | Owner: Town or Township Highway Agency [03] | Maintenance responsibility: Town or Township Highway Agency [03] | | |
| Route: 324 | | TR 324 | Toll: On free road [3] | Features intersected: SUGAR CR | |

| | | | | | |
|---|---|---|---|---|---|
| Design - main: Steel [3] | | Design - approach: | | Kilometerpoint: 111 km = 68.8 mi | |
| 1 | Truss - Thru [10] | 0 | Other [00] | Year built: 1927 | Year reconstructed: #Num! |
| | | | | Skew angle: 0 | Structure Flared: |
| | | | | Historical significance: Bridge is not eligible for the NRHP. [5] | |

| | | | | | |
|---|---|---|---|---|---|
| Total length: 30.8 m = 101.1 ft | Length of maximum span: 30.2 m = 99.1 ft | Deck width, out-to-out: 4.9 m = 16.1 ft | Bridge roadway width, curb-to-curb: 4.8 m = 15.7 ft | | |
| Inventory Route, Total Horizontal Clearance: 4.7 m = 15.4 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: 0.6 km = 0.4 mi | Method to determine inventory rating: Allowable Stress(AS) [2] | | Inventory rating: 0 metric ton = 0.0 tons | | |
| | Method to determine operating rating: Allowable Stress(AS) [2] | | Operating rating: 0 metric ton = 0.0 tons | | |
| | Bridge posting: | | Design Load: | | |

## Functional Details

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Average Daily Traffic | 50 | Average daily truck traffi | | % | Year 2009 | Future average daily traffic | 52 |
| Year | 2032 | | | | | | |
| 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 | 4.09 m = 13.4 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 | 172000 | Roadway improvement cost | 17000 |
| Length of structure improvement | 40.2 m = 131.9 ft | Total project cost | 258000 |
| 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 - superstructur | | Appraisal ratings - roadway alignment | Basically intolerable requiring high priority of corrrective action [3] |
| 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 protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5] | | |
| 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 | 15.3 |
| Culverts | Not applicable. Used if structure is not a culvert. [N] | | |
| Traffic safety features - railings | | | |
| Traffic safety features - transitions | Inpected feature meets currently acceptable standards. [1] | | |
| Traffic safety features - approach guardrail | Inpected feature meets currently acceptable standards. [1] | | |
| Traffic safety features - approach guardrail ends | Inpected feature meets currently acceptable standards. [1] | | |
| Inspection date | August 2010 [0810] | 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 | Not needed [N] | Other special inspection date | |