

HistoricBridges.org - National Bridge Inventory Data Sheet

2019 Inventory

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]	Bureau County [011]	Unknown [00000]	W EDGE OF MINERAL	41-23-00.48 = 4	089-50-34.77 = -8
6424100000000	Highway agency district: 3	Owner	Town or Township Highway Agency [03]	Maintenance responsibility	Town or Township Highway Agency [03]
Route 0		TR 10-B	Toll	On free road [3]	Features intersected KING CREEK
Design - main	Steel [3]	Design - approach		Kilometerpoint	43.5 km = 27.0 mi
1	Truss - Thru [10]	0	Other [00]	Year built	1899
				Year reconstructed	
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is possibly eligible for the NRHP. [3]
Total length	21.9 m = 71.9 ft	Length of maximum span	21 m = 68.9 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	4.8 m = 15.7 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft
Deck structure type	Wood or Timber [8]				
Type of wearing surface	Wood or Timber [7]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor (LF) rating reported by rati	Inventory rating	2.9 metric ton = 3.2 tons
0 km = 0.0 mi	Method to determine operating rating	Load Factor (LF) rating reported by rati	Operating rating	4.9 metric ton = 5.4 tons
	Bridge posting		Design Load	

Functional Details

Average Daily Traffic	10	Average daily truck traffi	0	%	Year	2010	Future average daily traffic	11	Year	2032
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	6.7 m = 22.0 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	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	103000	Roadway improvement cost	10000
	Length of structure improvement	28.7 m = 94.2 ft	Total project cost	155000
	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	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructure	Serious [3]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Equal to present desirable criteria [8]
Condition ratings - deck	Poor [4]		
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	Basically intolerable requiring high priority of replacement [2]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	20.3
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 2017 [1217]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	December 2018 [1218]
Other special inspection	Unknown [Y03]	Other special inspection date	December 2018 [1218]