

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.

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Basic Information

Illinois [17]	Tazewell County [179]	Peoria [59000]	I-74 OVR ILLINOIS R	40-41-33 = 40.6	089-35-07 = -89.5
90000119656	Highway agency district	4	Owner	State Highway Agency [01]	Maintenance responsibility
				State Highway Agency [01]	
Route	74		I-74	Toll	On free road [3]
				Features intersected	ILL RIV (604034P)
Design - main	Steel continuous [4]	Design - approach		Kilometerpoint	15032.9 km = 9320.4 mi
13	Truss - Thru [10]	0	Other [00]	Year built	1958
				Year reconstructed	2005
				Skew angle	0
				Structure Flared	Yes, flared [1]
				Historical significance	Bridge is not eligible for the NRHP. [5]
Total length	980.5 m = 3217.0 ft	Length of maximum span	182.9 m = 600.1 ft	Deck width, out-to-out	18.5 m = 60.7 ft
				Bridge roadway width, curb-to-curb	16.8 m = 55.1 ft
Inventory Route, Total Horizontal Clearance	7.9 m = 25.9 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	31.5 metric ton = 34.7 tons
0.3 km = 0.2 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	52.2 metric ton = 57.4 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic	60000	Average daily truck traffic	7	%	Year	2011	Future average daily traffic	63720	Year	2032
Road classification	Principal Arterial - Interstate (Urban) [11]			Lanes on structure	4		Approach roadway width	11 m = 36.1 ft		
Type of service on bridge	Overpass structure at an interchange or second level of a multilevel interchange [1]			Direction of traffic	2 - way traffic [2]		Bridge median	Closed median with non-mountable bar		
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Highway-waterway-railroad [1]		Lanes under structure	4		Navigation control	Navigation control on waterway (bridge permit required). [1]			
Navigation vertical clearance	14.9 m = 48.9 ft			Navigation horizontal clearance	152.4 m = 500.0 ft					
Minimum navigation vertical clearance, vertical lift bridge				Minimum vertical clearance over bridge roadway	5.41 m = 17.8 ft					
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	1.7 m = 5.6 ft				Minimum lateral underclearance on left	1.8 m = 5.9 ft				
Minimum Vertical Underclearance	4.47 m = 14.7 ft			Minimum vertical underclearance reference feature	Highway beneath structure [H]					
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrective action [3]									

Repair and Replacement Plans

Type of work to be performed	Work done by	Work to be done by contract [1]		
Other structural work, including hydraulic replacements. [38]	Bridge improvement cost	3899000	Roadway improvement cost	195000
	Length of structure improvement	980.5 m = 3217.0 ft	Total project cost	4679000
	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 - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Fair [5]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
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	
Pier or abutment protection	In place but re-evaluation of design suggested [4]	Sufficiency rating	35.7
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	October 2011 [1011]	Designated inspection frequency	12 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	October 2011 [1011]
Fracture critical inspection	Every year [Y12]	Fracture critical inspection date	October 2011 [1011]
Other special inspection	Not needed [N]	Other special inspection date	