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]	Peoria County [143]	Peoria [59000]	NEBRASKA OVER DRYRUN	40-42-37 = 40.7	089-36-03 = -89.6

72600226585 | Highway agency district: 4 | Owner: City or Municipal Highway Agency [04] | Maintenance responsibility: City or Municipal Highway Agency [04]

Route: 6621 | NEBRASKA AVENUE | Toll: On free road [3] | Features intersected: DRY RUN CREEK

Design - main	Concrete [1]	Design - approach		Kilometerpoint	339.5 km = 210.5 mi
1	Frame [07]	0	Other [00]	Year built	1938
				Year reconstructed	#Num!
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is not eligible for the NRHP. [5]

Total length	10.4 m = 34.1 ft	Length of maximum span	9.8 m = 32.2 ft	Deck width, out-to-out	16.3 m = 53.5 ft	Bridge roadway width, curb-to-curb	12.2 m = 40.0 ft
Inventory Route, Total Horizontal Clearance	12.1 m = 39.7 ft	Curb or sidewalk width - left	1.8 m = 5.9 ft	Curb or sidewalk width - right	1.8 m = 5.9 ft		

Deck structure type	Concrete Cast-in-Place [1]
Type of wearing surface	Bituminous [6]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length: 0.1 km = 0.1 mi

Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	8.1 metric ton = 8.9 tons
Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	15.3 metric ton = 16.8 tons
Bridge posting		Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	5400	Average daily truck traffi	4 %	Year	2008	Future average daily traffic	5735
Year	2032						
Road classification	Minor Arterial (Urban) [16]	Lanes on structure	4	Approach roadway width	12.2 m = 40.0 ft		
Type of service on bridge	Highway [1]	Direction of traffic	2 - way traffic [2]	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	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	160000	Roadway improvement cost	16000
Length of structure improvement	16.5 m = 54.1 ft	Total project cost	240000
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 - superstructur	Poor [4]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Poor [4]		

Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]
Channel and channel protection	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	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	13.6

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	September 2011 [0911]	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	