

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]	Bond County [005]	Unknown [04710]	0.1 MI W POCAHONTAS		38-49-27.54 = 3	089-32-56.22 = -8
3003800000000	Highway agency district: 8	Owner	State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 0	State Street SBI 1	Toll	On free road [3]	Features intersected	E Trib to Shoal Crk	
Design - main	Concrete [1]	Design - approach		Kilometerpoint	133.6 km = 82.8 mi	
1	Other [00]	0	Other [00]	Year built	1912	Year reconstructed
				Skew angle	45	Structure Flared
				Historical significance	Bridge is possibly eligible for the NRHP. [3]	
Total length	10.7 m = 35.1 ft	Length of maximum span	9.4 m = 30.8 ft	Deck width, out-to-out	7.1 m = 23.3 ft	Bridge roadway width, curb-to-curb
Inventory Route, Total Horizontal Clearance	6.1 m = 20.0 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	Bituminous [6]					
Deck protection						
Type of membrane/wearing surface						

**Weight Limits**

Bypass, detour length	Method to determine inventory rating	Allowable Stress (AS) rating reported b	Inventory rating	29.8 metric ton = 32.8 tons
0.6 km = 0.4 mi	Method to determine operating rating	Allowable Stress (AS) rating reported b	Operating rating	63.2 metric ton = 69.5 tons
Bridge posting	Equal to or above legal loads [5]		Design Load	

### Functional Details

Average Daily Traffic	575	Average daily truck traffi	3	%	Year	2015	Future average daily traffic	526	Year	2032
Road classification	Local (Rural) [09]		Lanes on structure	2		Approach roadway width	9.1 m = 29.9 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	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]								
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	41000	Roadway improvement cost	4000						
	Length of structure improvement	10.7 m = 35.1 ft		Total project cost	45000					
	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="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - substructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Fair [5]"/>		
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="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	<input type="text" value="Equal to present desirable criteria [8]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="66.4"/>
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"/>		
Inspection date	<input type="text" value="February 1999 [299]"/>	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"/>