

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] Grundy County [063] Maine [46175] .3 MI E CAMPBELL RD 41-16-19 = 41.2 088-21-38 = -88.3

32510007647 Highway agency district 3 Owner Town or Township Highway Agency [03] Maintenance responsibility Town or Township Highway Agency [03]

Route 105 SPRING RD TR-105 Toll On free road [3] Features intersected MAZON RIVER

Design - main Concrete [1] Design - approach Girder and floorbeam system [03] Other [00] Kilometerpoint 815.8 km = 505.8 mi

3 Year built 1910 Year reconstructed #Num!

Skew angle 0 Structure Flared

Historical significance Bridge is not eligible for the NRHP. [5]

Total length 49.4 m = 162.1 ft Length of maximum span 16.5 m = 54.1 ft Deck width, out-to-out 6 m = 19.7 ft Bridge roadway width, curb-to-curb 4.6 m = 15.1 ft

Inventory Route, Total Horizontal Clearance 4.6 m = 15.1 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 0.8 km = 0.5 mi Method to determine inventory rating No rating analysis performed [5] Inventory rating 0 metric ton = 0.0 tons

Method to determine operating rating No rating analysis performed [5] Operating rating 0 metric ton = 0.0 tons

Bridge posting Design Load

Functional Details

| | | | | | | | | | | |
|---|---------------------------------------|----------------------------|---|---|--|-----------------|------------------------------|----|------|------|
| Average Daily Traffic | 59 | Average daily truck traffi | | % | Year | 2010 | Future average daily traffic | 67 | Year | 2032 |
| Road classification | Local (Rural) [09] | | Lanes on structure | 1 | Approach roadway width | 6.1 m = 20.0 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 | 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 | 153000 | Roadway improvement cost | 15000 | | | | | | |
| | Length of structure improvement | 49.4 m = 162.1 ft | | Total project cost | 230000 | | | | | |
| | 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 - superstructure

Appraisal ratings -
roadway alignment

Basically intolerable requiring high priority of corrective action [3]

Condition ratings - substructure

Satisfactory [6]

Appraisal ratings -
deck geometry

Better than present minimum criteria [7]

Condition ratings - deck

Scour

Bridge is scour critical; field review indicates that extensive scour has occurred at bridge foundations. [2]

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

Equal to present minimum criteria [6]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

16.1

Culverts

Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings

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

March 2011 [0311]

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