HistoricBridges.org - National Bridge Inventory Data Sheet

1992 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]	BRADLEY PARK	40-42-36 = 40.710000	089-37-18 = -89.621667

72700002048	Highway agency district 4		Owner: Private (other than railroad) [26]	Maintenance responsibility: Private (other than railroad) [26]	
Route: 9217		PARK ROAD	Toll: On free road [3]	Features intersected: DRY RUN CR	

Design - main	Steel [3]	Design - approach	Steel [3]	Kilometerpoint	
1	Truss - Deck [09]	2	Stringer/Multi-beam or girder [02]	Year built	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared:
				Historical significance	Historical significance is not determinable at this time. [4]

Total length	25 m = 82.0 ft	Length of maximum span	18.3 m = 60.0 ft	Deck width, out-to-out	8.2 m = 26.9 ft	Bridge roadway width, curb-to-curb	4.5 m = 14.8 ft
Inventory Route, Total Horizontal Clearance	4.6 m = 15.1 ft	Curb or sidewalk width - left	1.3 m = 4.3 ft	Curb or sidewalk width - right	1.4 m = 4.6 ft		

Deck structure type	Concrete Cast-in-Place [1]
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating		Inventory rating	9 metric ton = 9.9 tons	
0.2 km = 0.1 mi	Method to determine operating rating		Operating rating	18 metric ton = 19.8 tons	
	Bridge posting		Design Load		

Functional Details

Average Daily Traffic	400	Average daily truck traffi	0 %	Year	1988	Future average daily traffic	490
Year	2010						
Road classification	Local (Urban) [19]	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

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	193000	Roadway improvement cost	19000
Length of structure improvement	32.6 m = 107.0 ft	Total project cost	290000
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	Serious [3]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Critical [2]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		

Scour	Scour calculation/evaluation has not been made. [6]
Channel and channel protection	Bank protection has failed. River control devices have been destroyed. Stream bed aggradation, degradation or lateral movement has changed the channel to now threaten the bridge and/or approach roadway. [3]

Appraisal ratings - water adequacy	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	18.4

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	January 1992 [0192]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	January 1992 [0192]
Other special inspection	Not needed [N]	Other special inspection date	