

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]	Peoria County [143]	Medina [48099]	NW1/4 22 MEDINA TWP	40-50-32 = 40.8	089-34-30 = -89.5
72302816522	Highway agency district 4	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route #Num!	BOY SCOUT CAMP ROA	Toll On free road [3]	Features intersected	DICKISON RUN	
Design - main Steel [3]	Design - approach	Kilometerpoint 859.2 km = 532.7 mi	Year built 1952	Year reconstructed #Num!	
1	Truss - Thru [10]	0	Other [00]	Skew angle 35	Structure Flared
		Historical significance Bridge is not eligible for the NRHP. [5]			
Total length 26.2 m = 86.0 ft	Length of maximum span 24.7 m = 81.0 ft	Deck width, out-to-out 6.7 m = 22.0 ft	Bridge roadway width, curb-to-curb 6.3 m = 20.7 ft		
Inventory Route, Total Horizontal Clearance 6.3 m = 20.7 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 km = 0.0 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	12.6 metric ton = 13.9 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	21.6 metric ton = 23.8 tons
Bridge posting	10.0 - 19.9 % below [3]		Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Better than present minimum criteria [7]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Fair [5]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
Channel and channel protection	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	Equal to present desirable criteria [8]	Status evaluation	
Pier or abutment protection		Sufficiency rating	47.3
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	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	January 2012 [0112]
Other special inspection	Not needed [N]	Other special inspection date	