

Structure Inventory and Appraisal

Bridge ID: CHARTER	R OAK-129780	Official	SR: 25	SD/FO: St	ructurally Deficient	
FHWA No.: 129780		Unofficia	al SR: 24.9		ructurally Deficient	
<u>></u>						
7 Facility Carried: LOCA		90 Inspection Date:	IN: 06/10/2016	SPECTION Inspection Type:	N/A	
5B Rte. Signing Prefix: 4	_	Next Routine Insp Date		91 Frequency:	24	
	AINLINE			Next Insp Type:	z	
5D Inventory Route: 00000		Inspection Agency:	5 - Consultant	Inspection Group:	Calhoun Burns & Assoc.	
City: RUR/		93A FC Inspection Date		inspection Group.	Gainouri Burns & Assuc.	
-	Crewford	92A FC Frequency:	0	Next FC Insp.:	NA	
	13102	93B UW Inspection Dal	-	GBAT C map.	ng -	
	DT APPLICABLE	92B UW Frequency:	0	Navi I BALlann I	NA	
	SOLDIER RIVER	93C SI Date:	Ū.	Next UW Insp.:	NA	
2 District: 0		92C SI Frequency:	0	Novi Casa Juse	MA	
Garage: 000		- ,	U	Next Spec. Insp.:	NA	
98 Border Bridge Code:		Other Non-NBI Date:				
% Responsibility: 0		Other Non-NBI Freq.:		Next Other Insp.:	NA	
99 Border Bridge No.:	(58 Deck:		DNDITION		
		59 Super:	5 - Fair Condition (minor)	· · ·		
43A Main Span 3 - Sie	TYPE AND MATERIALS		4 - Poor Condition (advar			
43B Main Span Design: 10 - T		60 Sub:	4 - Poor Condition (advar	•		
45 No. Spans Main Unit: 3		61 Channel/Channel Pro	ot.: 6 - Bank eroded., major d	amage		
44A Appr. Span 000 - I	NA	62 Culvert:	N - Not Applicable			
44B Appr. Span Design: 000 - I	, , , , , , , , , , , , , , , , , , ,	>	A	PRAISAL		
46 No. of Appr. Spans: Near	0 Far 0 I	67 Str. Evaluation:	2 - Intolerable - high prior	ily of replacement		
	xod or Timber	68 Deck Geometry:	7 - Better than present m	inlmum criterla		
		69 Underdear Vert & Ho	briz: N - Not applicable			
108A Wearing Surface: 7 - Wo 108B Membrane: 0 - No		71 Waterway Adequacy	 6 - Occasional Overtoppi. 	ng of Approaches		
	-	72 Approach Alignment:	7 - Betler than present m	Inimum criteria		
10BC Deck Protection: 0 - No	/	36A Bridge Rail:	0 - DOES NOT MEET CURF	RENT SAFETY STANDARD	S, OR IS NOT THERE AND IS NEEDED	
	90 ft.	36B Transition;	9-DOES NOT MEET CURF	ENT SAFETY STANDARDS	, OR IS NOT THERE AND IS NEEDED	
48 Length Max Span; 49 Structure Length:	90 n. 141 ft.	36C Approach Rail:	0 - DOES NOT MEET CURF	ENT SAFETY STANDARDS	, OR IS NOT THERE AND IS NEEDED	
-	0"	36D Approach Rail Ends	S: 0 - DOES NOT MEET CURP	RENT SAFETY STANDARD	S, OR IS NOT THERE AND IS NEEDED	
_	2340.6 sg. ft.	113 Scour Critical:	3 - Scour Critical - Unstat	ble		
	0 ft,	>		NG AND POSTING		
	OfL	31 Design Load: 0 - Unknown				
51 Width Curb to Curb:	15.5 ft.		2 - Allowable Stress (AS) repo 09.0 Tons	rteo in english tons using	HS-20 loading.	
52 Width Oat to Out:	16.6 ft.		2 - Allowable Stress (AS) repo	rted in english (ons using	HS-20 loading.	
	26 ft.	66 Inventory Rating: (05.5 Tons		-	
	20 L	•	0 - More than 39.9% below legal los. D Dontod for Land	ds		
(w/ Shoulders) 33 Median:	0 No. 10 - 10 - 10 - 10 - 10 - 10 - 10 - 10	41 Posting Status:	P - Posted for Load	AND SERVICE		
	0 - No median	27 Year Bullt:	1957	Design No.:	0	
	00 - No flare	106 Year Reconstructed			-	
10 Vertical Clearance: 47 Horiz, Clearance:	99'99"	42A Type of Service on:				
	15'06"	42B Type of Service Un	÷ ,			
53 Min. Vert. Clearance Over:		28A Lanes on:	1	28B Lanes under;	0	
548 Min. Vert. Underclearance:		29 ADT:	35	30 Year of ADT;	2012	
55 Min. Lat. Underclearance R:		109 Truck ADT:	0%	Speed Limit:	55	
56 Min, Lat, Underclearance L:		19 Detour Longin:	3 mi.	Speed Lilling	J.J	
NAV 38 Navigation Control:	IGATION DATA	>	··		<u>.</u>	
-	waterway (bridge permit not required)	112 NBIS Length:	CLA Y	SSIFICATION		
111 Pler Protection:		26 Functional Class:	09 - Rural - Local			
39 Vertical Clearance: 00'00*		100 STRAHNET:	0 - Not a defense highv	vay		
40 Horiz, Clearance: 000'00"		101 Parallel Structure: N - No parallel structure				
		102 Direction of Traffic:	3 - One lane bridge for	2-way Iraffic		
16 Latitude: 42.0487656	17 Longitude: -95.6717079	22 Owner:	02 - County Highway A			
		21 Custodian;	02 - County Highway A	gency		
		37 Historical Significance	•			
FRA No. (if RR Bridge): Mile Post:		75A Type of Work Propo 75B Work Doop by:	,	*		
WIND FUSL	<i>k</i>	75B Work Done by:	1 - Wark to be done by	CONTRACT		



Structure Inventory and Appraisal

Bridge ID: CHAR	TER OAK-129780	Official	SR: 24.9	SD/FO: Str	ucturally Deficient		
FHWA No.: 129780		Unofficial	SR: 24.9		ucturally Deficient		
>	IDENTIFICATION			PECTION	•		
7 Facility Carried:	LOCAL	90 Inspection Date:	05/08/2014	Inspection Type:	N/A		
5B Rte. Signing Prefix:	4	Next Routine Insp Date:	01/30/2016	91 Frequency:	12		
	1 - MAINLINE			Next Insp Type:	In-Depth		
	00000	Inspection Agency:	5 - Consultant	Inspection Group:	Calhoun-Burns & Associates, Inc.		
	RURAL	93A FC Inspection Date:			,		
2	024 - Crawford	92A FC Frequency:	0	Next FC Insp.:	NA		
	084413102	93B UW Inspection Date:	•	nox r e mop			
	0 - NOT APPLICABLE	92B UW Frequency:	0	Next UW Insp.:	NA		
	EAST SOLDIER RIVER	93C SI Date:	01/30/2014				
	0	92C SI Frequency:	24	Next Spec. Insp.:	01/30/2016		
	000		24	Мехсорес. Шар	01/30/2010		
98 Border Bridge Code:		Other Non-NBI Date:					
-	0	Other Non-NBI Freq.:		Next Other Insp.:	NA		
99 Border Bridge No.:		58 Dock:					
		1	58 Deck: 5 - Fair Condition (minor section loss)				
	TURE TYPE AND MATERIALS 3 - Steel	59 Super:	4 - Poor Condition (advan				
43A Main Span 43B Main Span Design:		60 Sub:	4 - Poor Condition (advan	,			
45 No. Spans Main Unit:		61 Channel/Channel Prot.:	5 - Bank eroded major d	amage			
·	3 000 - NA	62 Culvert:	N - Not Applicable				
44A Appr. Span 44B Appr. Span Design:			AF	PRAISAL			
		67 Str. Evaluation:	2 - Intolerable - high prior	ity of replacement			
		68 Deck Geometry:	7 - Better than present mi	nimum criteria			
	8 - Wood or Timber	69 Underclear Vert & Horiz	z: N - Not applicable				
108A Wearing Surface:		71 Waterway Adequacy: 6 - Occasional Overtopping of Approaches					
	0 - None	72 Approach Alignment:	7 - Better than present mi	nimum criteria			
108C Deck Protection:		36A Bridge Rail:	0 - DOES NOT MEET CURF	RENT SAFETY STANDARD	S, OR IS NOT THERE AND IS NEEDED.		
48 Length Max Span:	GEOMETRIC DATA 90 ft.	36B Transition:	0 - DOES NOT MEET CURR	ENT SAFETY STANDARDS	, OR IS NOT THERE AND IS NEEDED		
49 Structure Length:	90 n. 141 ft.	36C Approach Rail:	0 - DOES NOT MEET CURR	ENT SAFETY STANDARDS	, OR IS NOT THERE AND IS NEEDED		
34 Skew:	0°	36D Approach Rail Ends:	0 - DOES NOT MEET CURF	RENT SAFETY STANDARD	S, OR IS NOT THERE AND IS NEEDED		
Deck Area:	2340.6 sq. ft.	113 Scour Critical:	3 - Scour Critical - Unstat	ble			
50B Curb/Sdwk Width R:	0 ft.			NG AND POSTING			
50A Curb/Sdwk Width L:	0 ft.	U U	Unknown Allowable Stress (AS) repo	rtod in onglish tons using	HS-20 loading		
51 Width Curb to Curb:	15.5 ft.	-	.0 Tons	neu in english tons using	113-20 loading.		
52 Width Out to Out:	16.6 ft.						
32 Appr. Roadway width:	26 ft.		.5 Tons				
(w/ Shoulders)	2011.	5	More than 39.9% below legal loa • Posted for Load	ds			
33 Median:	0 - No median			ND SERVICE			
35 Structure Flared:	00 - No flare	27 Year Built:	1957	Design No.:	0		
10 Vertical Clearance:	99'99"	106 Year Reconstructed:	0				
47 Horiz. Clearance:	99 99 15'06"	42A Type of Service on:	1 - Highway				
53 Min. Vert. Clearance C		42B Type of Service Under	r: 5 - Waterway				
		28A Lanes on:	1	28B Lanes under:	0		
54B Min. Vert. Underclear 55 Min. Lat. Underclearar		29 ADT:	35	30 Year of ADT:	2012		
56 Min. Lat. Underclearar		109 Truck ADT:	0 %	Speed Limit:	55		
So with. Lat. Underclearar		19 Detour Length:	3 mi.	•			
38 Navigation Control:	NAVIGATION DATA	→		SSIFICATION			
0 - No navigation con	trol on waterway (bridge permit not required)	112 NBIS Length:	Y				
111 Pier Protection:		26 Functional Class:	09 - Rural - Local				
39 Vertical Clearance: 00'00"		100 STRAHNET: 0 - Not a defense highway					
40 Horiz. Clearance:	000'00"	101 Parallel Structure:	N - No parallel structure	9			
<		102 Direction of Traffic:	3 - One lane bridge for				
16 Latitude: 42.0487656	17 Longitude: -95.6717079	22 Owner:	02 - County Highway A				
>		21 Custodian:	02 - County Highway A	gency			
		37 Historical Significance:	5 - Not eligible	d/Coomot-			
FRA No. (if RR Bridge): Mile Post:		75A Type of Work Propose 75B Work Done by:	 d: 31 - Replacement - Loa 1 - Work to be done by 				
		A 'SD WORLDOILE DY.	- work to be done by	00111001			

	CHARTER OAK I 129780 CRAWFORD RATE BRIDGE JAR 12/22/03								
	BRIDGE IS A 140' × 15.4' BAILEY TRUSS. BRIDGE IS COMPOSED OF 3 SPANS 20'-90'-30'. IT IS UNCLEAR FROM THE FIELD REPORTS AS TO WHETHER THE TRUSS IS CONTINUOUS OVER THE PIERS. ASSUME THE TRUSSES ARE SIMPLY SUPPORTED FOR RATING.								
22-141 50 SHEETS 22-142 100 SHEETS 22-144 200 SHEETS	THE TRUSS CONSISTS OF A DOUBLE STOREY. "THE BOTTOM STOREY IS , DOUBLE WIDE WITH THE TOP STOREY SINGLE WIDE.								
	- TOP STOREY BOTTOM STOREY								
22 27 27 27 27 27 27 27 27 27 27 27 27 2	FOR EASE OF CALCULATIONS, RATE THE FLOORBEAM AND STRINGERS. (SEE ATTACHED RATINGS). THEN CHECK THE TRUSSES TO VERIFY THAT THE WILL RATE BETTER THAN THE FLOORBEAM AND STRINGERS.								
4 <u>9</u>)	INV OPER 4 353A 3-3 HS20 4 353A 3-3 HS20 FLOORBEAM 6 8 12 7 9 13 18 11 STRINGERS 18 26 28 14 25 36 40 20								
	SEE ATTACHED CHARTS FOR BAILEY TRUSS. NEGLECT TOP STOREY INITIALLY. DOUBLE, SINGLE RATES A LITTLE LESS THAN AN HIS-44 LOAD CONSIDERING THE SECOND STOREY, THE TRUSSES WILL RATE AT OR BETTER THAN AN 15T FOR AN HIS DESIGN VEHICLE.								
	BRIDGE IS CURRENTLY POSTED "6,9,15". DUE TO AGE, DO NOT RAISE POSTING.								
	POST "406, 509, 615 ALL VEHICLES" OR POST "6 TONS" POST "ONE LANE"								
(