

107 Deck Type:

8 - Wood or Timber

Structure Inventory and Appraisal

Bridge ID: GOODRICH-129120	Official	SR: 47.2	SD/FO: Not Deficient or Obsolete
FHWA No.: 129120	Unofficial	SR; 49.3	SD/FO: Functionally Obsolete

FHWA No.: 129120	Unofficial	SR; 49.3	SD/FO: Fu	nctionally Obsolete
IDENTIFICATION	Υ	IN	SPECTION	
7 Facility Carried: LOCAL	90 Inspection Date:	03/30/2016	Inspection Type:	N/A
5B Rte. Signing Prefix: 4	Next Routine Insp Date:	03/30/2018	91 Frequency:	24
5C Level of Service: 1 - MAINLINE			Next Insp Type:	Regular
5D Inventory Route: 000000	Inspection Agency:	5 - Consultant	inspection Group:	Crawford County
City: RURAL	93A FC Inspection Date:			
3 County: 024 - Crawford	92A FC Frequency:	O .	Next FC Insp.:	NA
9 Location: 084392101	93B UW Inspection Date:			
5E Directional Suffix: 0 - NOT APPLICABLE	92B UW Frequency:	0	Next UW Insp.:	NA.
6 Feature Intersected: BUFFALO CREEK	93C St Date:			
2 District; 0	92C SI Frequency.	0	Next Spec. Insp.:	NA
Garage: 000	Other Non-NBI Date:			
98 Border Bridge Code:	Other Non-NBI Freq.:		Next Other Insp.:	NA
% Responsibility: 0	<u> </u>		ONDITION	
99 Border Bridge No.:	58 Deck:	6 - Satisfactory Condition	(minor deterioration)	
STRUCTURE TYPE AND MATERIALS	59 Super:	6 - Satisfactory Condition (minor deterioration)		
43A Main Span 3 - Steel	60 Sub:	5 - Fair Condition (minor section loss)		
43B Main Span Design: 02 - Stringer/Multi-beam or Girder	61 Channel/Channel Prot.:	61 Channel/Channel Prot.: 5 - Bank eroded., major damage		
45 No. Spans Main Unit: 1	62 Culvort:	N - Not Applicable		
44A Appr. Span 900 - NA	\		PPRAISAL	
44B Appr. Span Design: 000 - NA	67 Str. Evaluation:	3 - Intolerable - high price		
46 No. of Appr. Spans: Near 0 Far 0	68 Deck Geometry:	5 - Somewhat better tha		

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	108A Wearing Surface: 9 ·	Other	71 Waterway Adequacy	; 5 - Occesional Flooding - Significant Delays		
	108B Membrane: 0 -	None	72 Approach Alignment:	7 - Better than present minimum criteria		
Į	108C Deck Protection: 0 -	None	36A Bridge Rail:	0 - DOES NOT MEET CURRENT SAFETY STANDARDS, OR IS NOT THERE AND IS NEEDED,		
1	_	SEOMETRIC DATA	36B Transition:	0 - DOES NOT MEET CURRENT SAFETY STANDARDS, OR IS NOT THERE AND IS NEEDED		
	48 Length Max Span:	37 ft.	36C Approach Rail;	0 - DOES NOT MEET CURRENT SAFETY STANDARDS, OR IS NOT THERE AND IS NEEDED		
	49 Structure Length:	38 ft.	36D Approach Rall End:	8: 0 - DOES NOT MEET CURRENT SAFETY STANDARDS, OR IS NOT THERE AND IS MEEDED		
	34 Skew:	0.	113 Scour Critical:	8 - Stable - Excellent Condition		
ı	Deck Area:	798.0 sq. ft.	$\triangleright$ ——	LOAD RATING AND POSTING		
	60B Curb/Sdwk Width R:	Oft.	31 Design Load:	0 - Unknown		
	50A Curb/Sdv/k Width L:	0 ft.	63 Rating Method:	2 - Allowable Stress (AS) reported in english tons using HS-20 loading.		
	51 Width Curb to Curb:	21.0 ft.		17.5 Tons		
	EQ 1864th Out to Out	2106	65 Rating Method:	2 - Altowable Stress (AS) reported in english tons using HS-20 loading.		

69 Underclear Vert & Horiz: N - Not applicable

ı	_		i Jou Approach Rail End	IS: O DOCOMO MICE	I COMMENT SAFETT STANDARDS	3, OK 1
	34 Skew:	0°	113 Scour Critical:	8 - Stable - Excelle	nt Condition	
	Deck Area:	798.0 sq. ft.	>	* *****		
	60B Curb/Sdwk Width R:	Oft.	31 Design Load:	0 · Unknown	RATING AND POSTING	
I	50A Curb/Sdwk Width L:	0 ft.	63 Rating Method:		) reported in english tons using i	HS-20
I	51 Width Curb to Curb:	21.0 ft.	64 Operating Rating:	17.5 Tons		
I	52 Width Out to Out:	21.0 ft.	65 Rating Method: 66 Inventory Rating:	2 - Allowable Stress (AS 10.9 Tons	6) reported in english tons using i	HS-20
I	32 Appr. Roadway width:	18 ft.	70 Posting:	0 - More than 39.9% below i	egal loade	
	(w/ Shoulders)		41 Posting Status:	P - Posted for Load		
	33 Median:	0 - No median		• •	AGE AND SERVICE	
	35 Structure Flared:	00 - No flare	27 Year Bullt:	1962	Design No.:	0
	10 Vertical Clearance:	99'99"	106 Year Reconstructe	ed: 0		
	47 Horiz, Clearance:	21'00"	42A Type of Service or	n: 1 - Highway		
	53 Min. Vert. Clearence Over:		42B Type of Service Under: 5 - Waterway			
	54R Min Vert Undercharance		28A Lanes on:	2	28B Lanes under:	(

47 Horiz, Clearance: 21'00"	42A Type of Service on:	1 - Highway		
53 Min. Vert. Clearence Over: 99'99"	42B Type of Service Under: 5 - Waterway			
54B Min, Vert. Underclearance: 00'00"	28A Lanes on:	2	28B Lanes under:	0
55 Min, Lat, Underdearance R: 00'00"	29 ADT:	15	30 Year of ADT:	2012
56 Min, Lat, Underdearance L: 00'00"	109 Truck ADT:	13 %	Speed Limit:	55
NAVIGATION DATA	19 Detour Length:	5 mi.		
38 Navigation Control:	CLASSIFICATION			

<ul> <li>0 - No navigation control on waterway (bridge permit not required)</li> </ul>	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 Parálléi Structure:	N - No parallel structure
	102 Direction of Traffic:	2 - 2-way traffic
16 Ladiudo: 42 09020397 47 Laccitudo: 05 20007444	22 Owner:	02 - County Highway Agenc

ſ	•	102 Dir Couchi Or Framo.	2 - 2-146) balle	
16 Latitude: 42.08020387	17 Longitude; -95.38997141	22 Owner:	02 - County Highway Agency	
		21 Custodian:	02 - County Highway Agency	
<del></del>		37 Historical Significance:	3 - May be eligible for National Register	
FRA No. (if RR Bridge):		75A Type of Work Proposed:		
Mile Postr		75B Work Done by:		



## Structure Inventory and Appraisal

Bridge ID: GOODRICH-129120 Official SR: 47.2 SD/FO: Not Deficient or Obsolete FHWA No.: 129120 Unofficial SR: 39.0 SD/FO: Structurally Deficient

IDENTIFICATION 7 Facility Carried: LOCAL

00000

084392101

5B Rte. Signing Prefix: 4

9 Location:

1 - MAINLINE 5C Level of Service:

5D Inventory Route: City: RURAL 3 County: 024 - Crawford

0 - NOT APPLICABLE 5E Directional Suffix: **BUFFALO CREEK** 6 Feature Intersected:

2 District: 0 Garage: 000 98 Border Bridge Code: % Responsibility:

99 Border Bridge No.:

STRUCTURE TYPE AND MATERIALS

43A Main Span 3 - Steel

43B Main Span Design: 02 - Stringer/Multi-beam or Girder

45 No. Spans Main Unit: 1 44A Appr. Span 000 - NA 44B Appr. Span Design: 000 - NA

46 No. of Appr. Spans: Near 0 Far

107 Deck Type: 8 - Wood or Timber

108A Wearing Surface: 9 - Other 108B Membrane: 0 - None 108C Deck Protection: 0 - None

GEOMETRIC DATA

48 Length Max Span: 37 ft 38 ft 49 Structure Length: 34 Skew: Deck Area: 798.0 sq. ft.

50B Curb/Sdwk Width R: Oft. 50A Curb/Sdwk Width L: 0 ft. 51 Width Curb to Curb: 21.0 ft. 21.0 ft. 52 Width Out to Out: 32 Appr. Roadway width: 18 ft

(w/ Shoulders)

33 Median: 0 - No median 35 Structure Flared: 00 - No flare 10 Vertical Clearance: 99'99" 47 Horiz. Clearance: 53 Min. Vert. Clearance Over: 99'99' 54B Min. Vert. Underclearance: 00'00" 55 Min. Lat. Underclearance R: 00'00" 56 Min. Lat. Underclearance L: 00'00"

NAVIGATION DATA

0 - No navigation control on waterway (bridge permit not required)

111 Pier Protection:

38 Navigation Control:

39 Vertical Clearance: 00'00" 40 Horiz. Clearance:

16 Latitude: 42.08020387 17 Longitude: -95.38997141

FRA No. (if RR Bridge):

Mile Post:

INSPECTION 90 Inspection Date: 04/21/2014

Inspection Type: N/A 04/21/2016 Next Routine Insp Date: 91 Frequency:

Next Insp Type: Regular

Inspection Agency: 5 - Consultant

93A FC Inspection Date: 92A FC Frequency: Next FC Insp.: NA

93B UW Inspection Date:

92B UW Frequency: Next UW Insp.: NA

93C SI Date:

0

92C SI Frequency: Next Spec. Insp.:

Other Non-NBI Date:

Other Non-NBI Freq.: Next Other Insp.: NA

CONDITION

Inspection Group:

Crawford County

58 Deck: 6 - Satisfactory Condition (minor deterioration) 59 Super: 6 - Satisfactory Condition (minor deterioration) 4 - Poor Condition (advanced deterioration) 61 Channel/Channel Prot.: 6 - Bank slump. widespread minor damage

62 Culvert N - Not Applicable

APPRAISAL

67 Str. Evaluation: 3 - Intolerable - high priority of corrective action 68 Deck Geometry: 5 - Somewhat better than minimum adequacy

69 Underclear Vert & Horiz: N - Not applicable

71 Waterway Adequacy: 5 - Occasional Flooding - Significant Delays 72 Approach Alignment: 6 - Equal to present minimum criteria

36A Bridge Rail: 0 - DOES NOT MEET CURRENT SAFETY STANDARDS, OR IS NOT THERE AND IS NEEDED. 36B Transition: 0 - DOES NOT MEET CURRENT SAFETY STANDARDS, OR IS NOT THERE AND IS NEEDED 36C Approach Rail: 0 - DOES NOT MEET CURRENT SAFETY STANDARDS. OR IS NOT THERE AND IS NEEDED 36D Approach Rail Ends: 0 - DOES NOT MEET CURRENT SAFETY STANDARDS, OR IS NOT THERE AND IS NEEDED

113 Scour Critical: 8 - Stable - Excellent Condition

LOAD RATING AND POSTING

31 Design Load: 0 - Unknown

63 Rating Method: 2 - Allowable Stress (AS) reported in english tons using HS-20 loading.

64 Operating Rating:

2 - Allowable Stress (AS) reported in english tons using HS-20 loading. 65 Rating Method:

66 Inventory Rating:

0 - More than 39.9% below legal loads 70 Postina:

41 Posting Status: P - Posted for Load

AGE AND SERVICE

0

1962 27 Year Built: Design No.:

106 Year Reconstructed: 0 42A Type of Service on: 1 - Highway

42B Type of Service Under: 5 - Waterway

28A Lanes on: 2 28B Lanes under: 29 ADT: 30 Year of ADT: 2012 109 Truck ADT: 13 % Speed Limit: 55

19 Detour Length: 5 mi

CLASSIFICATION

112 NBIS Length:

26 Functional Class: 09 - Rural - Local 100 STRAHNET: 0 - Not a defense highway 101 Parallel Structure: N - No parallel structure 102 Direction of Traffic: 2 - 2-way traffic

22 Owner: 02 - County Highway Agency 21 Custodian: 02 - County Highway Agency 37 Historical Significance: 3 - May be eligible for National Register

75A Type of Work Proposed:

75B Work Done by: