

Structure Inventory and Appraisal

Bridge ID: MILFORD-128730	Official	SR: 59.8	SD/FO: Not Deficient or Obsolete
FHWA No.: 128730	Unofficial	SR: 59.5	SD/FO: Functionally Obsolete

	IDENTIFICATION	<u> </u>		INSPECTION	
7 Facility Cerried:	LOCAL	90 Inspection Date:	04/01/2016	inspection Type:	N/A
5B Rte. Signing Prefix	4	Next Routine Insp Date:	04/01/2018	91 Frequency:	24
5C Level of Service:	1 - MAINLINE			Next Insp Type:	Regular
5D inventory Route:	00000	Inspection Agency:	5 - Consultant	Inspection Group:	Crawford County
City:	RURAL	93A FC Inspection Date:			
3 County:	024 - Crawford	92A FC Frequency:	Ó	Next FC Insp.:	NA
9 Location:	084380506	93B UW Inspection Date:			
5E Directional Suffix:	0 - NOT APPLICABLE	92B UW Frequency:	0	Next UW Insp.:	NA
6 Feature Intersected:	SMALL STREAM	93C SI 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	\		CONDITION	
99 Border Bridge No.:		58 Deck:	5 - Fair Condition (m)	nor section loss)	

	99 Border Bridge No.:	58 Deck:	5 - Fair Condition (minor section loss)
	STRUCTURE TYPE AND MATERIALS	59 Super:	5 - Fair Condition (minor section loss)
	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.:	4 - Protect, serverely undermined,, sev. demage
	45 No. Spans Main Unit: 1	62 Culvert:	N - Not Applicable
	44A Appr. Span 000 - NA	<u> </u>	
i	44B Appr. Span Design: 000 - NA	67 Str. Evaluation:	APPRAISAL 5 - Somewhat better than minimum adequacy

-							
	46 No. of Appr. Spans:	Near	0	Far	D	68 Deck Geometry:	5 - Somewhat better than minimum adequacy
	107 Deck Type:	8 - Wood or	Timber			69 Underdear Vert & Horiza	N - Not applicable
	108A Wearing Surface:	8 - Gravel				71 Waterway Adequacy:	6 - Occasional Overtopping of Approaches
	108B Membrane:	0 - None				72 Approach Alignment:	3 - Intolerable - high priority of corrective action
	108C Deck Protection:	0 - None			,	36A Bridge Rail:	0 - DOES NOT MEET CURRENT SAFETY STANDARDS, OR IS NOT THERE AND IS NEEDED.
ı			RIC DATA			36B Transition:	0 - COES NOT MEET CURRENT SAFETY STANDARDS, OR IS NOT THERE AND IS NEEDED
	48 Length Max Span:	29 ft.				36C Approach Rail:	0 - DOES NOT MEET CURRENT SAFETY STANDARDS, OR IS NOT THERE AND IS NEEDED
	49 Structure Length:	30 ft.				36D Anneach Bail Eadar	A. DOES NOT MEET O ISSENT SACETY STANDARDS OF IS NOT TURBE AND IS NEEDED

		GOD Halladoll.	7 242010 11121 2010 211 211 211 200, 011 2110 1212 1212
48 Length Max Span:	29 ft.	36C Approach Rail:	0 - DOES NOT MEET CURRENT SAFETY STANDARDS, OR IS NOT THERE AND IS NEEDED
49 Structure Length:	30 ft.	36D Approach Rail Ends:	0 - DOES NOT MEET CURRENT SAFETY STANDARDS, OR IS NOT THERE AND IS NEEDED
34 \$kew:	0°		
Deck Area:	633.0 sq. ft.	113 Scour Critical:	3 - Scour Critical - Unstablie
50B Curb/Sdwk Width R:	<b>0</b> ft.	31 Design Load: 5.	LOAD RATING AND POSTING HS 20

33 Median:	0 - No median		AGE AND SERVICE
(w/ Shoulders)	:	41 Posting Status:	А - Ореп
32 Appr. Roadway width:	26 ft.	70 Posting:	5 - Equal to or above legal loads
52 Width Out to Out	21.1 ft.	66 Inventory Rating:	21.3 Tons
	·	65 Rating Method:	2 - Allowable Stress (AS) reported in english tons using HS-20 loading.
51 Width Curb to Curb:	21.1 ft.	64 Operating Rating:	25.5 Tons
50A Curb/Sdwk Width L:	C ft.	63 Rating Method:	2 - Allowable Stress (AS) reported in english tons using HS-20 loading.
50B Curb/Sdwk Width R:	<b>0</b> ft.	31 Design Load:	5- H\$ 20
		<i>Y</i>	LOAD RATING AND POSTING

		27 Year Built:	1974	Consises No. 1	Δ.
35 Structure Flared:	00 - No flare	27 1981 BUIL	1874	Design No.:	0
10 Vertical Clearance:	98.88	106 Year Reconstructed:	1990		
47 Horiz, Clearance:	19'00"	42A Type of Service on:	1 - Highway		
53 Min, Vert. Clearance Over:	99'99"	42B Type of Service Under:	5 - Weterway		
548 Min. Vert. Underdearance	: 00'00"	28A Lanes on:	2	28B Lanes under:	0
55 Min. Lat. Underclearance R	: 00'00"	29 ADT:	40	30 Year of ADT:	2012
56 Min. Lat. Underdearance L:	00'00"	109 Truck ADT:	0 %	Speed Limit:	55

53 Min, Vert. Clearance Over: 99'99"	42B Type of Service Under: 5 - Weterway				
54B Min, Vert. Underclearance: 00'00"	28A Lanes on:	2	28B Lanes under:	0	
55 Min. Lat. Underclearance R: 00'00"	29 ADT:	40	30 Year of ADT:	2012	
56 Min. Lat. Underclearance L: 00'00*	109 Truck ADT:	0 %	Speed Limit:	55	
NAVIGATION DATA	19 Detour Length:	5 ml.			
38 Navigation Control	<b></b>	CLA	ASSIFICATION		

		DEAGON IGATION
0 - No navigation control 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
	102 Direction of Traffic:	2 - 2-way traffic
16 Latitude: 42.11948384 17 Longitude: -95,29303403	22 Owner:	02 - County Highway Agency
	21 Custodian:	02 - County Highway Agency
<del></del>	37 Historical Significance:	5 - Not eligible
FRA No. (if RR Bridge):	75A Type of Work Proposed:	
Mile Post:	75B Work Done by:	



# Structure Inventory and Appraisal

Bridge ID: MILFORD-128730 Official SR: 59.8 SD/FO: Not Deficient or Obsolete FHWA No.: 128730 Unofficial SR: 59.5 SD/FO: Functionally Obsolete

	IDENTIFICATION
Facility Carried:	LOCAL

00000

5B Rte. Signing Prefix: 4

5C Level of Service: 1 - MAINLINE

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

084380506 9 Location: 0 - NOT APPLICABLE 5E Directional Suffix:

6 Feature Intersected: SMALL STREAM 2 District: Garage: 000 98 Border Bridge Code:

% Responsibility: 99 Border Bridge No.:

## STRUCTURE TYPE AND MATERIALS

633.0 sq. ft.

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

Far 46 No. of Appr. Spans: Near 0

107 Deck Type: 8 - Wood or Timber 108A Wearing Surface: 8 - Gravel 108B Membrane: 0 - None 108C Deck Protection: 0 - None

GEOMETRIC DATA

48 Length Max Span: 29 ft 30 ft 49 Structure Length: 34 Skew:

50B Curb/Sdwk Width R: Oft. 50A Curb/Sdwk Width L: 0 ft. 51 Width Curb to Curb: 52 Width Out to Out: 21.1 ft. 32 Appr. Roadway width: 26 ft

(w/ Shoulders)

Deck Area:

33 Median: 0 - No median 35 Structure Flared: 00 - No flare 10 Vertical Clearance: 99'99" 47 Horiz. Clearance: 19'00" 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: 42.11948384 17 Longitude: -95.29303403

FRA No. (if RR Bridge):

Mile Post:

INSPECTION 90 Inspection Date: 04/01/2014

Inspection Type: N/A 04/01/2016 Next Routine Insp Date: 91 Frequency:

> Next Insp Type: Regular

> > NA

NA

0

Next FC Insp.:

Next UW Insp.:

Inspection Agency: 5 - Consultant Inspection Group: Crawford County

93A FC Inspection Date:

92A FC Frequency:

93B UW Inspection Date:

92B UW Frequency:

93C SI Date:

0

92C SI Frequency: Next Spec. Insp.:

Other Non-NBI Date:

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

#### CONDITION

58 Deck: 5 - Fair Condition (minor section loss) 59 Super: 5 - Fair Condition (minor section loss) 5 - Fair Condition (minor section loss)

61 Channel/Channel Prot.: 4 - Protect. serverely undermined.. sev. damage

62 Culvert N - Not Applicable

#### APPRAISAL

67 Str. Evaluation: 5 - Somewhat better than minimum adequacy 68 Deck Geometry: 5 - Somewhat better than minimum adequacy

69 Underclear Vert & Horiz: N - Not applicable

71 Waterway Adequacy: 6 - Occasional Overtopping of Approaches 72 Approach Alignment: 3 - Intolerable - high priority of corrective action

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: 3 - Scour Critical - Unstable

## LOAD RATING AND POSTING

31 Design Load: 5 - HS 20

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

64 Operating Rating: 25.5 Tons

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

66 Inventory Rating:

70 Postina: 5 - Equal to or above legal loads

41 Posting Status: A - Open

## AGE AND SERVICE

1974 27 Year Built: Design No.:

106 Year Reconstructed: 1990 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: 0 % 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: 5 - Not eligible 75A Type of Work Proposed:

75B Work Done by: