STATEWIDE BRIDGE SURVEY FORM

MNDOT No.: L-6322
Historic Name: Frank's Ford Bridge or Red Bridge
Common Name: Frank's Ford Bridge
Owner: Olmsted County
Year Built: 1895
Engineer:
Fabricator: Chicago Bridge & Iron Co. [Horace E. Horton]
Contractor: Chicago Bridge & Iron Co. [Horace E. Horton]

Location

County: Olmsted
City/Township: Oronoco T.
Legal Description: Section 26, Township 108N, Range 14W
Crossing: County road 121 over South Fork Zumbro River [bridge closed to traffic]

Sketch Diagram

See attached field sheet

Technical Data

Category: steel through truss
Span No./Type: single-span Pratt through truss with three approach spans
Overall Width x Overall Length: 16.0 x 149.5 feet

Significance

Local ___ State x National ___
Historic Context: Historic Iron and Steel Bridges in Minnesota, 1873-1945
Integrity: Excellent ___ Good x ___ Fair ___ Poor ___
No. of Resources with Property: 1 contributing structure(s)
___ non-contributing structure(s)

Summary Description

Bridge L-6322 is 1.4 miles east of county road 112 and carries county road 121 over the South Fork of the Zumbro River.
Summary Description Continued

Bridge L-6322 is an iron or steel, single-span, five-panel pin-connected Pratt through truss, with three approach spans. Superstructure: The upper chord consists of paired channels with continuous cover plates riveted on top and lacing underneath. The lower chord and diagonals in the 2d and 4th panels are all paired punched eye-bars. Diagonals in the 3d panel are paired turnbuckles. Hip verticals are paired forged eye-bars; main verticals consist of two sets of lacing perpendicular to each other and intertwined, riveted to two angle sections. The floor is comprised of wood planks on I-beam stringers (with channels on the outside edges), resting on the upper flanges of the I-beam floor beams, which in turn are riveted to plate extensions of the verticals, or below the hip verticals, are riveted to plate hangers. Portal bracing, of angle sections, peaks above the level of the main truss. Sway bracing is paired angles. Top and bottom lateral bracing is round rods. The main span rests of two piers, each consisting of two concrete-filled metal cylinders with turnbuckle cross-braces. The railing is of angle sections. There is no movable end. Approach spans: The one at the west end is an I-beam stringer span. The two spans at the east end are of recent pile-bent construction with I-beam stringers. This wood pile trestle approach replaced a four-span approach supported by bents of two verticals (of paired channels connected by batten plates on both sides) on concrete pads. The bridge abutments are comprised of random-coursed rough-cut limestone, with poured concrete added in places.

Sources of Information


Date of Survey: November, 1987
Surveyor: Dale Martin
          Historian
          Renewable Technologies, Inc.
          Butte, MT
<table>
<thead>
<tr>
<th>Frame No.</th>
<th>Bridge No.</th>
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<th>City/Township</th>
<th>Subject</th>
<th>Camera Facing</th>
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<td>L-6322</td>
<td>Olmsted</td>
<td>Oronoco T.</td>
<td>portal view</td>
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<td>3/4 view</td>
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