

# MINNESOTA BRIDGES

December 2017

Current  
Statistics



Deficient  
Structure  
Summaries

Bridge  
Replacement  
Program

# **MINNESOTA BRIDGES**

## **December 2017**

Data from April 2017 FHWA Submittal

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# SECTION ONE

## GENERAL INFORMATION

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In this section, age is based on:

1. YEAR REMODELED, if the structure has been remodeled  
or
2. YEAR BUILT, if the structure has not been remodeled.

# SUMMARY OF STRUCTURES 10 FT AND OVER 2017

<b>HIGHWAY STRUCTURES ②</b>						
<b>ROUTE SYSTEM</b>	<b>HWY ON BRIDGE</b>	<b>RR</b>	<b>PED</b>	<b>BLDG</b>	<b>① OTHR</b>	<b>HWY TOTAL</b>
<b>TRUNK HIGHWAY</b>	4,589	104	138	4	16	4,851
<b>LOCAL HIGHWAY</b>	15,187	229	286	12	16	15,730
<b>SUBTOTAL</b>	19,776	333	424	16	32	20,581
<b>MISC ROUTES</b>	71	0	3	0	1	75
<b>TOTAL</b>	19,847	333	427	16	33	20,656

① Includes highway tunnels, utility bridges

② Structures under construction (not yet open to traffic) ARE included

<b>DEFICIENT HIGHWAY STRUCTURES</b>										
<b>ROUTE SYSTEM</b>	<b>HWY ON BRIDGE</b>	<b>ALL SUFF RATINGS</b>			<b>SUFF RTG &lt;= 80</b>			<b>SUFF RTG &lt; 50</b>		
		<b>S.D.</b>	<b>F.O.</b>	<b>TOTAL</b>	<b>S.D.</b>	<b>F.O.</b>	<b>TOTAL</b>	<b>S.D.</b>	<b>F.O.</b>	<b>TOTAL</b>
<b>TRUNK HIGHWAY</b>	4,589	75	189	264	71	96	167	18	2	20
<b>LOCAL HIGHWAY</b>	15,187	1,005	259	1,264	988	193	1,181	406	61	467
<b>TOTAL ②</b>	19,776	1,080	448	1,528	1,059	289	1,348	424	63	487

<b>DEFICIENT RAILROAD OVER HWY STRUCTURES</b>		
<b>ROUTE SYSTEM</b>	<b>TOTAL BRIDGES</b>	<b>NUMBER DEF</b>
<b>TRUNK HIGHWAY</b>	104	34
<b>LOCAL HIGHWAY</b>	230	159
<b>TOTAL</b>	334	193

**THE FOLLOWING TOTALS WILL BE USED THROUGHOUT THE REMAINDER OF  
THIS REPORT UNLESS OTHERWISE NOTED**

<b>10 FT AND OVER HIGHWAY ON BRIDGE</b>	
<b>ROUTE SYSTEM</b>	<b>TOTAL</b>
<b>TRUNK HIGHWAY</b>	<b>4,589</b>
<b>LOCAL HIGHWAY</b>	<b>15,187</b>
<b>TOTAL</b>	<b>19,776</b>

# SUMMARY OF STRUCTURES OVER 20 FT 2017

<b>HIGHWAY STRUCTURES ②</b>						
<b>ROUTE SYSTEM</b>	<b>HWY ON BRIDGE</b>	<b>RR</b>	<b>PED</b>	<b>BLDG</b>	<b>① OTHR</b>	<b>HWY TOTAL</b>
<b>TRUNK HIGHWAY</b>	3,647	103	138	4	16	3,908
<b>LOCAL HIGHWAY</b>	9,573	228	274	10	16	10,101
<b>SUBTOTAL</b>	13,220	331	412	14	32	14,009
<b>MISC ROUTES</b>	57	0	3	0	1	61
<b>TOTAL</b>	13,277	331	415	14	33	14,070

① Includes highway tunnels, utility bridges

② Structures under construction (not yet open to traffic) ARE included

<b>DEFICIENT HIGHWAY STRUCTURES</b>										
<b>ROUTE SYSTEM</b>	<b>HWY ON BRIDGE</b>	<b>ALL SUFF RATINGS</b>			<b>SUFF RTG &lt;= 80</b>			<b>SUFF RTG &lt; 50</b>		
		<b>S.D.</b>	<b>F.O.</b>	<b>TOTAL</b>	<b>S.D.</b>	<b>F.O.</b>	<b>TOTAL</b>	<b>S.D.</b>	<b>F.O.</b>	<b>TOTAL</b>
<b>TRUNK HIGHWAY</b>	3,647	53	186	239	49	96	145	14	2	16
<b>LOCAL HIGHWAY</b>	9,573	655	194	849	641	144	785	306	42	348
<b>TOTAL ②</b>	13,220	708	380	1,088	690	240	930	320	44	364

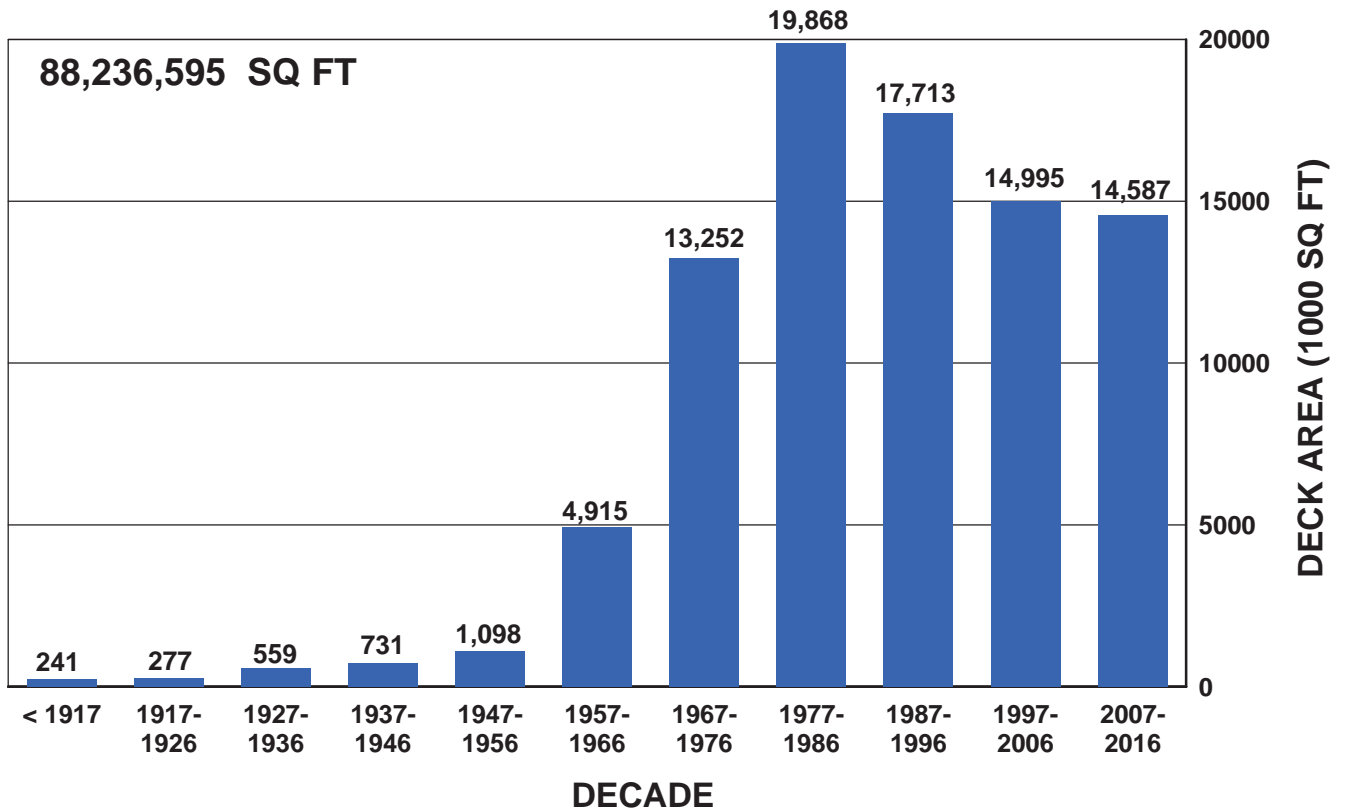
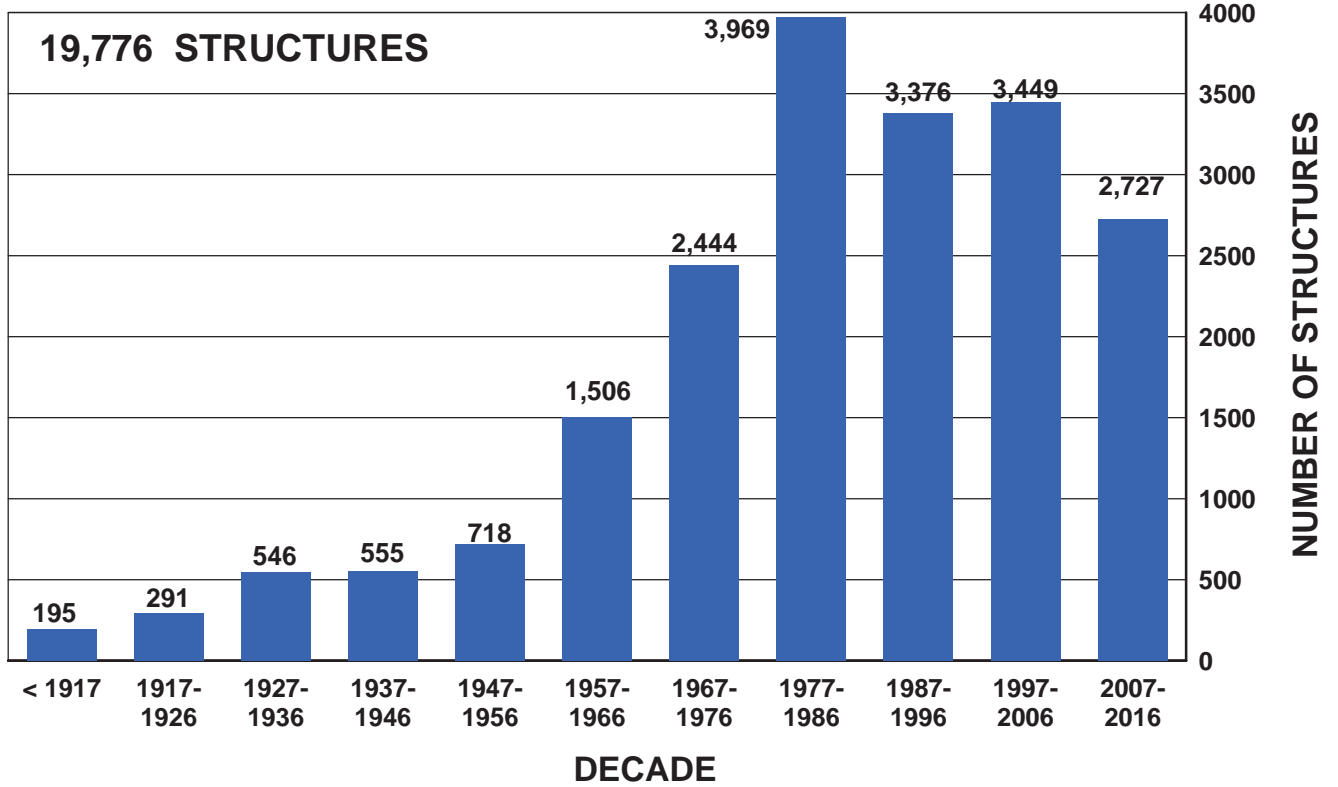
<b>DEFICIENT RAILROAD OVER HWY STRUCTURES</b>		
<b>ROUTE SYSTEM</b>	<b>TOTAL BRIDGES</b>	<b>NUMBER DEF</b>
<b>TRUNK HIGHWAY</b>	103	33
<b>LOCAL HIGHWAY</b>	229	158
<b>TOTAL</b>	332	191

**THE FOLLOWING TOTALS WILL BE USED THROUGHOUT THE REMAINDER OF  
THIS REPORT UNLESS OTHERWISE NOTED**

<b>OVER 20 FT HIGHWAY ON BRIDGE</b>	
<b>ROUTE SYSTEM</b>	<b>TOTAL</b>
<b>TRUNK HIGHWAY</b>	3,647
<b>LOCAL HIGHWAY</b>	9,573
<b>TOTAL</b>	13,220



# AGE PROFILE 10 FT AND OVER 2017





# AGE AND CONDITION OF STRUCTURES BY ROUTE SYSTEM 2017

AGE OF STRUCTURES 10 FT AND OVER													
ROUTE SYSTEM	# OF STRUCT	DECK AREA	PRE 1917	1917-1926	1927-1936	1937-1946	1947-1956	1957-1966	1967-1976	1977-1986	1987-1996	1997-2006	2007-2016
INTERSTATE	1,267	22,661,153	0	1	0	0	0	196	408	205	201	104	152
TRUNK HWY	3,322	29,291,930	2	19	212	153	289	240	366	547	549	492	453
COUNTY	7,804	22,025,473	48	100	172	253	283	756	1,065	1,382	1,237	1,358	1,150
TOWNSHIP	6,220	8,350,785	100	128	118	118	124	257	470	1,655	1,182	1,287	781
CITY	1,163	5,907,254	45	43	44	31	22	57	135	180	207	208	191
<b>TOTAL</b>	<b>19,776</b>	<b>88,236,595</b>	<b>195</b>	<b>291</b>	<b>546</b>	<b>555</b>	<b>718</b>	<b>1,506</b>	<b>2,444</b>	<b>3,969</b>	<b>3,376</b>	<b>3,449</b>	<b>2,727</b>

CONDITION OF STRUCTURES 10 FT AND OVER											
ROUTE SYSTEM	BRIDGES	CULVERTS	TOTAL STRUCTURES	AVG AGE	DECK	SUPER	SUB	CULV	STRUCT EVAL	SUFF RATING	
INTERSTATE	1,141	126	1,267	35	6.8	6.9	6.9	6.5	6.6	88.6	
TRUNK HWY	1,713	1,609	3,322	37	7.0	7.1	7.1	6.6	6.7	91.1	
COUNTY	2,989	4,813	7,804	34	6.7	6.8	6.7	7.1	6.7	91.9	
TOWNSHIP	1,602	4,617	6,220	32	6.6	6.6	6.4	7.3	6.8	92.9	
CITY	642	520	1,163	36	6.6	6.7	6.7	7.1	6.5	87.7	
<b>TOTAL</b>	<b>8,087</b>	<b>11,685</b>	<b>19,776</b>	<b>34</b>	<b>6.8</b>	<b>6.8</b>	<b>6.7</b>	<b>7.1</b>	<b>6.7</b>	<b>91.6</b>	

AGE OF STRUCTURES OVER 20 FT													
ROUTE SYSTEM	# OF STRUCT	DECK AREA	PRE 1917	1917-1926	1927-1936	1937-1946	1947-1956	1957-1966	1967-1976	1977-1986	1987-1996	1997-2006	2007-2016
INTERSTATE	1,212	22,443,381	0	1	0	0	0	183	383	200	197	96	152
TRUNK HWY	2,435	28,020,784	1	10	107	66	164	175	292	450	441	378	351
COUNTY	4,937	19,351,753	26	41	74	133	153	517	702	974	761	807	749
TOWNSHIP	3,869	6,912,950	46	56	48	56	47	146	268	1,161	757	826	458
CITY	767	5,450,388	34	34	18	19	11	36	70	142	147	139	117
<b>TOTAL</b>	<b>13,220</b>	<b>82,179,256</b>	<b>107</b>	<b>142</b>	<b>247</b>	<b>274</b>	<b>375</b>	<b>1,057</b>	<b>1,715</b>	<b>2,927</b>	<b>2,303</b>	<b>2,246</b>	<b>1,827</b>

CONDITION OF STRUCTURES OVER 20 FT											
ROUTE SYSTEM	BRIDGES	CULVERTS	TOTAL STRUCTURES	AVG AGE	DECK	SUPER	SUB	CULV	STRUCT EVAL	SUFF RATING	
INTERSTATE	1,140	72	1,212	35	6.8	6.9	6.9	6.4	6.6	89.2	
TRUNK HWY	1,695	740	2,435	35	7.0	7.2	7.1	6.5	6.7	91.5	
COUNTY	2,842	2,095	4,937	33	6.8	6.8	6.7	7.2	6.6	91.2	
TOWNSHIP	1,420	2,449	3,869	31	6.7	6.8	6.6	7.4	6.9	93.3	
CITY	561	205	767	35	6.6	6.7	6.8	7.0	6.4	86.4	
<b>TOTAL</b>	<b>7,658</b>	<b>5,561</b>	<b>13,220</b>	<b>33</b>	<b>6.8</b>	<b>6.9</b>	<b>6.8</b>	<b>7.2</b>	<b>6.7</b>	<b>91.4</b>	

# AVERAGE AGE AND CONDITION OF STRUCTURES BY COUNTY AND ROUTE SYSTEM ALL STRUCTURES 10 FT AND OVER 2017

<b>ATP 1</b>	<b>INTER STATE</b>	<b>TRUNK HIGHWAY</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
CARLTON	39	34	82	31	3	189	917,101	35	92
COOK	0	33	54	2	0	89	158,559	33	83
ITASCA	0	57	120	15	3	195	781,157	34	88
KOOCHICHING	0	47	53	19	1	120	544,005	31	90
LAKE	0	29	63	19	1	112	371,474	36	90
PINE	31	25	110	44	6	216	734,879	34	92
ST LOUIS	80	179	514	67	128	968	6,425,954	38	88
<b>ATP 1 TOTAL</b>	<b>150</b>	<b>404</b>	<b>996</b>	<b>197</b>	<b>142</b>	<b>1,889</b>	<b>9,933,129</b>	<b>36</b>	<b>89</b>

<b>ATP 2</b>	<b>INTER STATE</b>	<b>TRUNK HIGHWAY</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
BELTRAMI	0	37	79	41	3	160	553,986	30	96
CLEARWATER	0	12	42	27	1	82	115,226	34	93
HUBBARD	0	10	47	12	1	70	130,448	27	94
KITTSOON	0	37	79	123	0	239	763,811	28	95
LAKE OF THE WOODS	0	17	65	68	0	150	277,874	28	93
MARSHALL	0	47	115	155	7	324	640,063	31	96
NORMAN	0	38	119	84	0	241	670,382	37	94
PENNINGTON	0	12	76	19	7	114	234,199	28	97
POLK	0	55	152	270	8	485	1,312,658	26	97
RED LAKE	0	15	57	33	2	107	266,720	32	96
ROSEAU	0	32	112	106	2	252	423,970	34	94
<b>ATP 2 TOTAL</b>	<b>0</b>	<b>312</b>	<b>943</b>	<b>938</b>	<b>31</b>	<b>2,224</b>	<b>5,389,336</b>	<b>30</b>	<b>95</b>

<b>ATP 3</b>	<b>INTER STATE</b>	<b>TRUNK HIGHWAY</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
AITKIN	0	57	74	42	2	175	386,496	34	93
BENTON	0	32	79	29	3	143	758,386	37	93
CASS	0	30	57	20	2	109	262,480	36	88
CROW WING	0	25	46	29	12	112	473,360	34	89
ISANTI	0	14	27	9	2	52	226,879	29	93
KANABEC	0	21	60	16	0	97	256,871	33	94
MILLE LACS	0	37	62	49	1	149	485,755	28	94
MORRISON	0	51	116	86	5	258	792,142	29	93
SHERBURNE	0	12	33	8	1	54	416,614	28	87
STEARNS	54	50	122	89	16	331	1,718,674	38	93
TODD	2	27	96	69	4	198	378,404	30	94
WADENA	0	7	54	26	1	88	283,487	24	95
WRIGHT	14	24	43	34	3	118	712,804	32	93
<b>ATP 3 TOTAL</b>	<b>70</b>	<b>387</b>	<b>869</b>	<b>506</b>	<b>52</b>	<b>1,884</b>	<b>7,152,352</b>	<b>33</b>	<b>92</b>

# AVERAGE AGE AND CONDITION OF STRUCTURES ALL STRUCTURES 10 FT AND OVER 2017

<b>ATP 4</b>	<b>INTER STATE</b>	<b>TRUNK HIGHWAY</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
BECKER	0	21	39	28	6	94	315,254	26	95
BIG STONE	0	11	11	14	1	37	56,453	40	94
CLAY	24	55	188	135	34	436	1,643,615	29	93
DOUGLAS	21	4	34	20	2	81	254,233	32	94
GRANT	4	8	23	26	0	61	112,097	35	91
MAHNOMEN	0	9	29	22	0	60	107,523	38	89
OTTERTAIL	24	34	77	57	10	202	720,814	38	92
POPE	0	9	26	37	1	73	128,292	31	97
STEVENS	0	15	22	29	1	67	136,829	34	98
SWIFT	0	23	47	65	1	136	389,433	28	94
TRAVERSE	0	21	84	58	0	163	255,956	36	97
WILKIN	5	36	129	123	2	295	645,756	30	95
<b>ATP 4 TOTAL</b>	<b>78</b>	<b>246</b>	<b>709</b>	<b>614</b>	<b>58</b>	<b>1,705</b>	<b>4,766,255</b>	<b>32</b>	<b>94</b>

<b>ATP 6</b>	<b>INTER STATE</b>	<b>TRUNK HIGHWAY</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
DODGE	0	35	99	133	7	274	582,838	39	92
FILLMORE	0	67	221	236	15	539	1,150,489	40	88
FREEBORN	54	13	99	72	7	245	981,440	38	94
GOODHUE	0	104	205	200	27	536	1,395,122	47	91
HOUSTON	0	58	83	97	0	238	801,799	33	90
MOWER	33	45	125	226	17	446	1,118,726	33	88
OLMSTED	25	118	216	115	56	530	2,532,597	35	94
RICE	25	25	95	51	19	215	807,790	32	91
STEELE	28	18	71	51	14	182	698,424	33	88
WABASHA	0	77	118	79	5	279	849,458	36	93
WINONA	38	79	104	85	25	331	1,718,546	38	88
<b>ATP 6 TOTAL</b>	<b>203</b>	<b>639</b>	<b>1,436</b>	<b>1,345</b>	<b>192</b>	<b>3,815</b>	<b>12,637,230</b>	<b>38</b>	<b>91</b>

# AVERAGE AGE AND CONDITION OF STRUCTURES ALL STRUCTURES 10 FT AND OVER 2017

<b>ATP 7</b>	<b>INTER STATE</b>	<b>TRUNK HIGHWAY</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
BLUE EARTH	0	59	132	57	9	257	1,646,035	36	92
BROWN	0	19	67	76	3	165	623,346	38	91
COTTONWOOD	0	25	94	115	2	236	464,300	41	92
FARIBAULT	24	21	105	146	2	298	873,526	36	89
JACKSON	17	16	101	114	3	251	650,457	35	90
LE SUEUR	0	31	59	18	4	112	343,898	39	93
MARTIN	35	12	74	100	8	229	637,225	43	89
NICOLLET	0	28	47	24	1	100	315,808	29	95
NOBLES	27	28	138	209	8	410	789,982	38	93
ROCK	21	20	145	184	9	379	716,877	29	94
SIBLEY	0	25	67	60	5	157	461,238	24	95
WASECA	0	27	64	32	0	123	334,841	33	88
WATONWAN	0	31	97	89	1	218	618,736	37	95
<b>ATP 7 TOTAL</b>	<b>124</b>	<b>342</b>	<b>1,190</b>	<b>1,224</b>	<b>55</b>	<b>2,935</b>	<b>8,476,271</b>	<b>36</b>	<b>92</b>

<b>ATP 8</b>	<b>INTER STATE</b>	<b>TRUNK HIGHWAY</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
CHIPPEWA	0	33	52	103	7	195	474,988	35	88
KANDIYOHI	0	33	69	53	6	161	504,738	36	93
LAC QUI PARLE	0	22	84	142	0	248	576,109	29	93
LINCOLN	0	31	91	80	2	204	269,188	40	89
LYON	0	44	144	138	13	339	733,934	35	95
MCLEOD	0	17	55	45	5	122	455,097	27	95
MEEKER	0	22	34	53	4	113	223,513	39	89
MURRAY	0	18	82	104	4	208	338,556	36	94
PIPESTONE	0	29	113	153	3	298	460,670	33	91
REDWOOD	0	36	130	154	6	326	730,197	39	87
RENVILLE	0	16	119	100	1	236	396,526	34	87
YELLOW MEDICINE	0	55	130	139	2	326	712,844	35	94
<b>ATP 8 TOTAL</b>	<b>0</b>	<b>356</b>	<b>1,103</b>	<b>1,264</b>	<b>53</b>	<b>2,776</b>	<b>5,876,360</b>	<b>35</b>	<b>91</b>

<b>METRO</b>	<b>INTER STATE</b>	<b>TRUNK HIGHWAY</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
ANOKA	21	57	62	2	41	183	1,907,353	26	90
CARVER	0	53	60	29	34	176	1,189,850	28	89
CHISAGO	18	12	37	10	11	88	300,124	34	91
DAKOTA	72	82	77	56	39	326	3,496,010	33	94
HENNEPIN	328	269	162	0	310	1,069	17,280,833	33	88
RAMSEY	152	75	61	0	74	362	6,370,779	29	87
SCOTT	3	57	72	30	37	199	1,036,239	30	93
WASHINGTON	48	31	27	5	34	145	2,424,473	30	92
<b>METRO TOTAL</b>	<b>642</b>	<b>636</b>	<b>558</b>	<b>132</b>	<b>580</b>	<b>2,548</b>	<b>34,005,661</b>	<b>31</b>	<b>89</b>

# AVERAGE AGE AND CONDITION OF STRUCTURES ALL STRUCTURES 10 FT AND OVER 2017

	INTER STATE	TRUNK HIGHWAY	COUNTY	TOWN SHIP	CITY	TOTAL	AREA	AVG AGE	AVG S.R.
<b>STATE TOTAL</b>	1,267	3,322	7,804	6,220	1,163	19,776	88,236,595	34	92

# AVERAGE AGE AND CONDITION OF STRUCTURES BY COUNTY AND ROUTE SYSTEM ALL STRUCTURES OVER 20 FT 2017

<b>ATP 1</b>	<b>INTER STATE</b>	<b>TRUNK HIGHWAY</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
CARLTON	39	24	54	23	2	142	843,611	34	92
COOK	0	14	21	2	0	37	118,250	32	81
ITASCA	0	40	99	12	2	153	745,229	32	90
KOOCHICHING	0	29	42	12	0	83	508,723	32	90
LAKE	0	23	41	10	0	74	331,004	38	89
PINE	30	17	82	32	3	164	699,359	33	92
ST LOUIS	77	142	359	38	59	675	6,124,608	35	88
<b>ATP 1 TOTAL</b>	<b>146</b>	<b>289</b>	<b>698</b>	<b>129</b>	<b>66</b>	<b>1,328</b>	<b>9,370,784</b>	<b>34</b>	<b>89</b>

<b>ATP 2</b>	<b>INTER STATE</b>	<b>TRUNK HIGHWAY</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
BELTRAMI	0	26	44	19	2	91	494,722	31	95
CLEARWATER	0	11	22	13	0	46	88,052	34	93
HUBBARD	0	8	29	7	1	45	109,056	27	95
KITTSOON	0	30	48	80	0	158	711,160	30	95
LAKE OF THE WOODS	0	13	18	21	0	52	205,821	31	94
MARSHALL	0	33	77	90	5	205	555,956	31	95
NORMAN	0	23	83	44	0	150	598,274	35	93
PENNINGTON	0	6	32	8	2	48	190,783	29	97
POLK	0	30	78	150	6	264	1,136,214	28	96
RED LAKE	0	10	36	11	2	59	232,225	31	95
ROSEAU	0	22	61	58	2	143	357,318	30	93
<b>ATP 2 TOTAL</b>	<b>0</b>	<b>212</b>	<b>528</b>	<b>501</b>	<b>20</b>	<b>1,261</b>	<b>4,679,581</b>	<b>30</b>	<b>95</b>

<b>ATP 3</b>	<b>INTER STATE</b>	<b>TRUNK HIGHWAY</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
AITKIN	0	31	44	18	1	94	325,924	33	92
BENTON	0	27	67	23	1	118	730,347	35	93
CASS	0	17	40	16	2	75	228,537	32	88
CROW WING	0	12	27	23	8	70	406,446	31	91
ISANTI	0	11	17	6	2	36	210,637	26	93
KANABEC	0	17	49	14	0	80	240,132	33	94
MILLE LACS	0	34	47	25	1	107	451,363	31	94
MORRISON	0	39	76	46	4	165	725,205	31	92
SHERBURNE	0	12	26	5	1	44	406,075	30	86
STEARNS	52	39	78	51	12	232	1,628,139	34	92
TODD	2	20	58	51	1	132	325,448	30	94
WADENA	0	6	47	21	1	75	275,755	24	95
WRIGHT	14	14	24	17	2	71	658,019	30	93
<b>ATP 3 TOTAL</b>	<b>68</b>	<b>279</b>	<b>600</b>	<b>316</b>	<b>36</b>	<b>1,299</b>	<b>6,612,028</b>	<b>31</b>	<b>92</b>

# AVERAGE AGE AND CONDITION OF STRUCTURES ALL STRUCTURES OVER 20 FT 2017

<b>ATP 4</b>	<b>INTER STATE</b>	<b>TRUNK HIGHWAY</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
BECKER	0	11	22	16	5	54	274,064	24	94
BIG STONE	0	8	3	3	0	14	41,857	46	95
CLAY	20	36	85	63	17	221	1,464,380	32	91
DOUGLAS	20	1	11	7	0	39	207,579	36	92
GRANT	4	6	9	13	0	32	93,521	36	88
MAHNOMEN	0	5	20	16	0	41	91,900	36	87
OTTERTAIL	23	25	48	40	10	146	665,693	35	92
POPE	0	5	14	26	1	46	101,458	30	96
STEVENS	0	12	15	17	1	45	121,775	37	97
SWIFT	0	18	32	44	1	95	353,674	27	94
TRAVERSE	0	10	65	44	0	119	229,808	33	97
WILKIN	4	30	87	79	1	201	575,105	32	94
<b>ATP 4 TOTAL</b>	<b>71</b>	<b>167</b>	<b>411</b>	<b>368</b>	<b>36</b>	<b>1,053</b>	<b>4,220,815</b>	<b>33</b>	<b>93</b>

<b>ATP 6</b>	<b>INTER STATE</b>	<b>TRUNK HIGHWAY</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
DODGE	0	24	65	77	4	170	514,645	37	92
FILLMORE	0	46	155	129	7	337	1,006,646	37	89
FREEBORN	51	9	47	29	6	142	891,224	37	93
GOODHUE	0	71	117	111	24	323	1,212,644	42	91
HOUSTON	0	44	60	66	0	170	734,202	30	92
MOWER	26	34	91	169	16	336	1,029,500	33	88
OLMSTED	23	89	137	66	44	359	2,315,108	32	94
RICE	25	19	49	27	18	138	734,945	32	91
STEELE	27	15	45	33	12	132	649,499	33	88
WABASHA	0	43	61	37	4	145	713,713	33	93
WINONA	36	50	73	61	12	232	1,606,545	36	89
<b>ATP 6 TOTAL</b>	<b>188</b>	<b>444</b>	<b>900</b>	<b>805</b>	<b>147</b>	<b>2,484</b>	<b>11,408,671</b>	<b>35</b>	<b>91</b>

<b>ATP 7</b>	<b>INTER STATE</b>	<b>TRUNK HIGHWAY</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
BLUE EARTH	0	49	103	37	3	192	1,570,544	36	92
BROWN	0	14	46	46	3	109	571,567	36	91
COTTONWOOD	0	16	59	72	2	149	401,533	40	93
FARIBAULT	22	11	76	109	2	220	806,502	35	90
JACKSON	16	11	68	95	1	191	597,080	34	91
LE SUEUR	0	18	37	10	4	69	297,723	36	93
MARTIN	31	9	48	67	7	162	559,117	45	89
NICOLLET	0	15	20	14	0	49	240,376	28	95
NOBLES	22	18	81	175	5	301	690,219	36	94
ROCK	21	10	94	126	8	259	637,192	27	95
SIBLEY	0	18	42	40	1	101	403,587	24	95
WASECA	0	19	40	25	0	84	291,079	34	89
WATONWAN	0	28	73	63	1	165	578,090	37	94
<b>ATP 7 TOTAL</b>	<b>112</b>	<b>236</b>	<b>787</b>	<b>879</b>	<b>37</b>	<b>2,051</b>	<b>7,644,608</b>	<b>35</b>	<b>92</b>



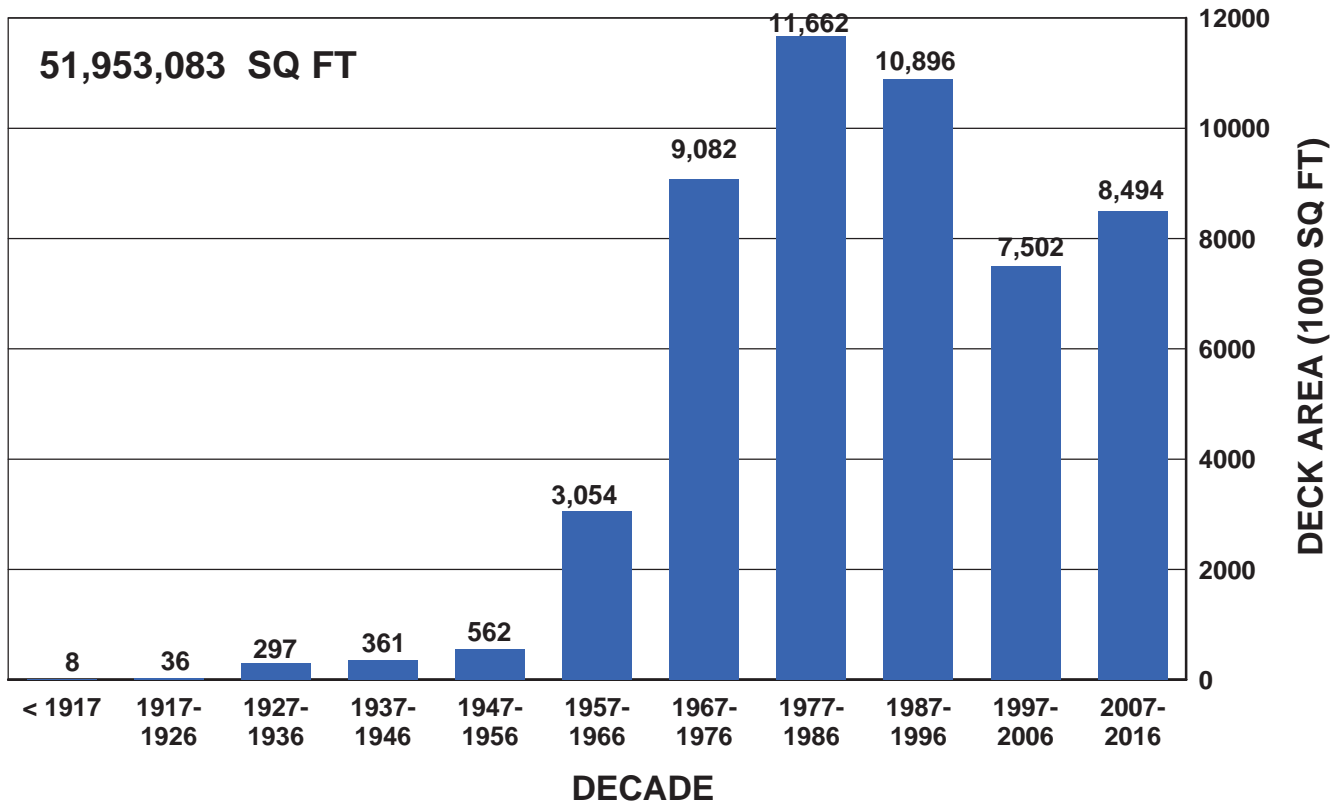
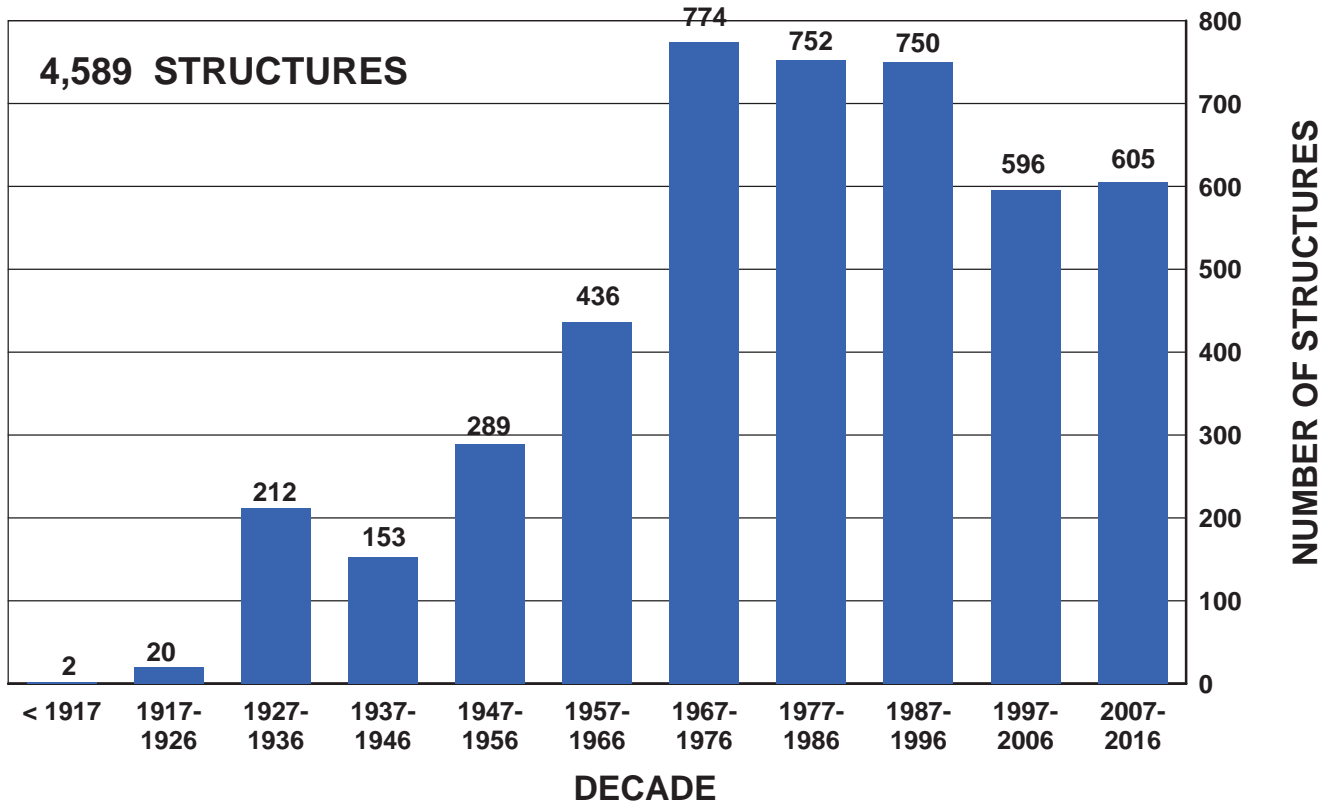
# AVERAGE AGE AND CONDITION OF STRUCTURES ALL STRUCTURES OVER 20 FT 2017

<b>ATP 8</b>	<b>INTER STATE</b>	<b>TRUNK HIGHWAY</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
CHIPPEWA	0	23	26	66	3	118	409,924	36	86
KANDIYOHI	0	23	35	30	3	91	430,464	37	92
LAC QUI PARLE	0	17	60	95	0	172	522,288	31	92
LINCOLN	0	18	41	45	1	105	189,274	41	87
LYON	0	31	99	92	11	233	635,297	35	95
MCLEOD	0	9	35	28	5	77	405,673	29	95
MEEKER	0	13	17	30	2	62	179,698	36	93
MURRAY	0	11	53	64	1	129	285,072	33	94
PIPESTONE	0	19	55	102	2	178	369,357	29	92
REDWOOD	0	20	85	87	5	197	607,693	36	87
RENVILLE	0	15	64	57	1	137	309,151	36	85
YELLOW MEDICINE	0	38	81	100	2	221	620,188	35	94
<b>ATP 8 TOTAL</b>	<b>0</b>	<b>237</b>	<b>651</b>	<b>796</b>	<b>36</b>	<b>1,720</b>	<b>4,964,079</b>	<b>34</b>	<b>91</b>

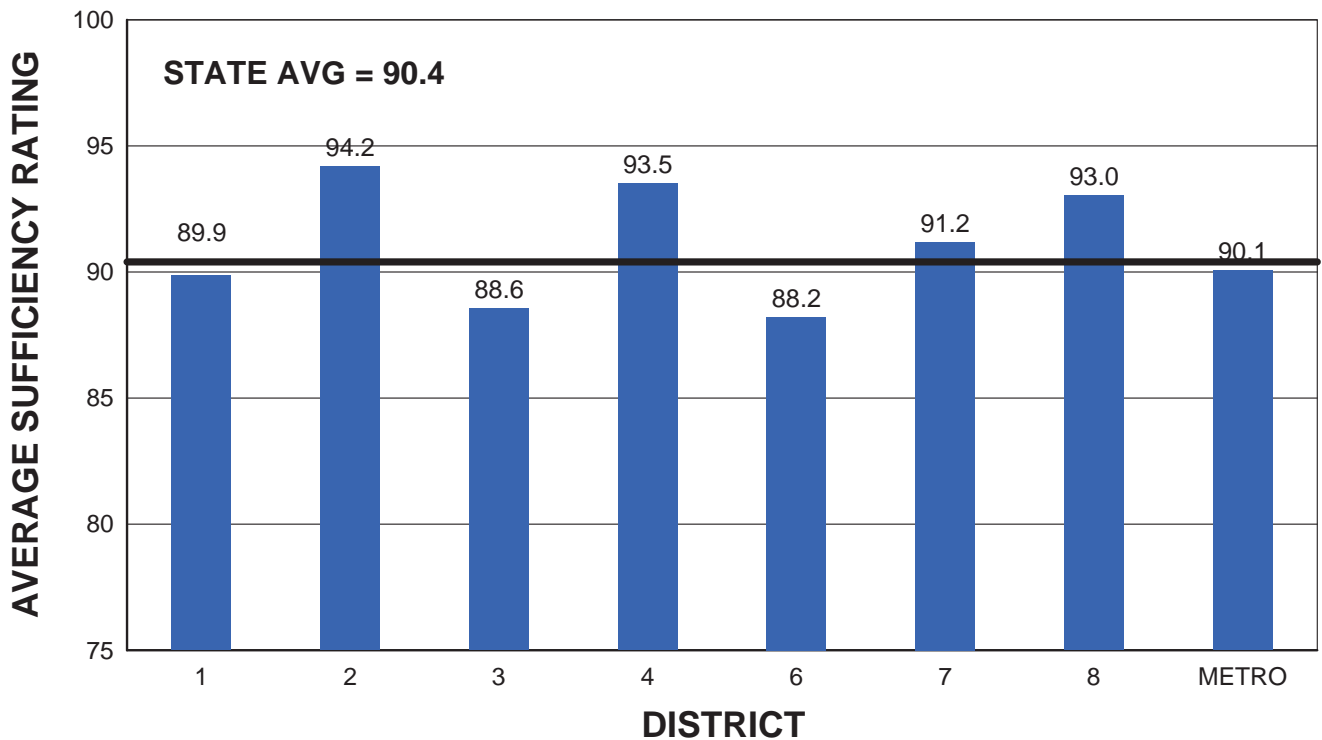
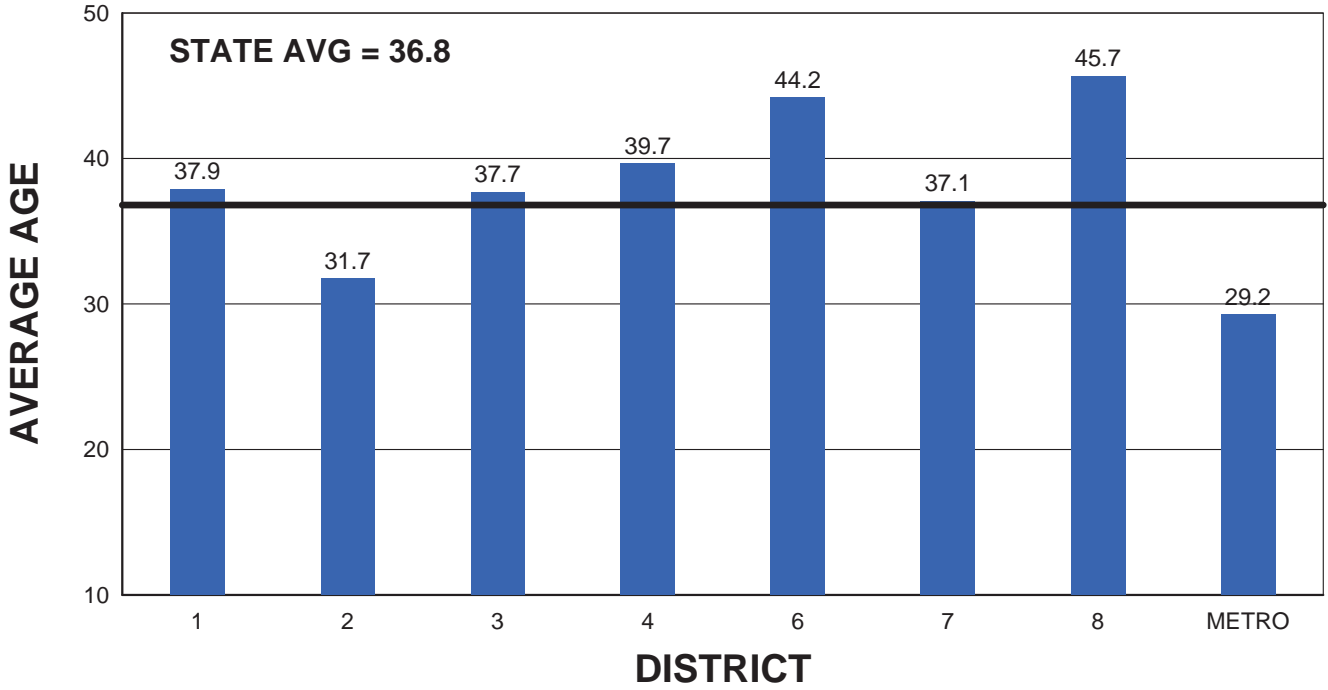
<b>METRO</b>	<b>INTER STATE</b>	<b>TRUNK HIGHWAY</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
ANOKA	20	53	46	1	23	143	1,844,647	28	90
CARVER	0	43	35	17	20	115	1,123,755	26	90
CHISAGO	10	8	28	9	7	62	263,546	32	92
DAKOTA	72	69	48	30	28	247	3,416,300	30	93
HENNEPIN	323	257	108	0	214	902	16,989,917	32	87
RAMSEY	151	73	50	0	54	328	6,322,131	28	87
SCOTT	3	44	36	13	25	121	934,535	25	93
WASHINGTON	48	24	11	5	18	106	2,383,859	27	91
<b>METRO TOTAL</b>	<b>627</b>	<b>571</b>	<b>362</b>	<b>75</b>	<b>389</b>	<b>2,024</b>	<b>33,278,690</b>	<b>30</b>	<b>89</b>

	<b>INTER STATE</b>	<b>TRUNK HIGHWAY</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
<b>STATE TOTAL</b>	<b>1,212</b>	<b>2,435</b>	<b>4,937</b>	<b>3,869</b>	<b>767</b>	<b>13,220</b>	<b>82,179,256</b>	<b>33</b>	<b>91</b>

# AGE PROFILE TRUNK HIGHWAYS ONLY 10 FT AND OVER 2017



# AVERAGE AGE AND SUFFICIENCY RATING BY DISTRICT TRUNK HIGHWAY STRUCTURES 10 FT AND OVER 2017

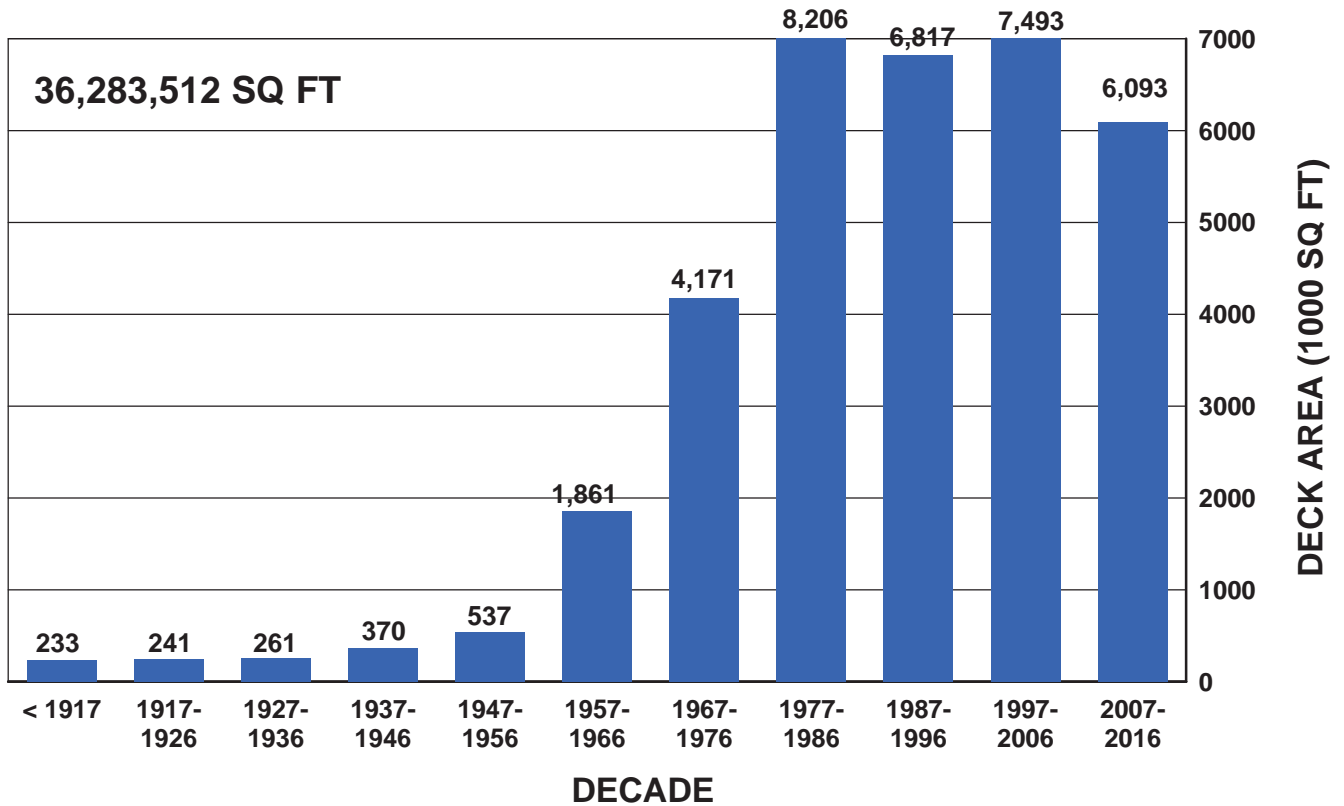
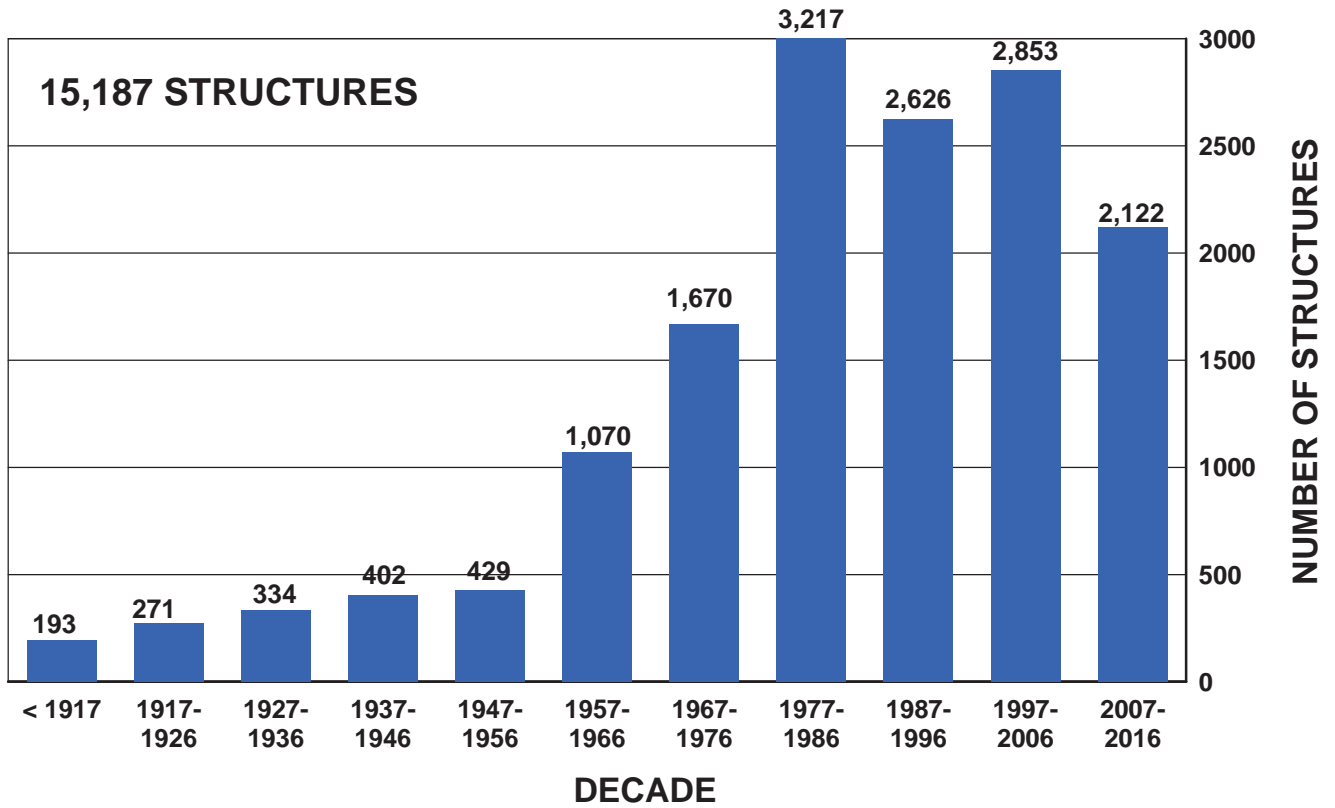


# AVERAGE AGE AND CONDITION OF STRUCTURES BY DISTRICT TRUNK HIGHWAYS ONLY 2017

<b>CONDITION OF STRUCTURES 10 FT AND OVER</b>										
DISTRICT	BRIDGES	CULVERTS	TOTAL STRUCTURES	AVG AGE	DECK	SUPER	SUB	CULV	STRUCT EVAL	SUFF RATING
1	361	193	554	37.9	7.0	7.1	7.1	6.9	6.7	89.9
2	115	197	312	31.7	7.2	7.2	7.1	6.9	6.8	94.2
3	259	198	457	37.7	7.0	7.2	7.1	6.7	6.8	88.6
4	147	177	324	39.7	7.0	7.1	6.8	6.9	6.7	93.5
6	441	401	842	44.2	6.7	6.9	6.8	6.0	6.2	88.2
7	245	221	466	37.1	6.7	6.9	6.9	6.6	6.5	91.2
8	142	214	356	45.7	6.7	6.9	6.8	6.3	6.4	93.0
<b>METRO</b>	1,144	134	1,278	29.2	7.0	7.1	7.1	6.7	6.8	90.1
<b>TOTAL</b>	2,854	1,735	4,589	36.8	6.9	7.0	7.0	6.5	6.6	90.4

<b>CONDITION OF STRUCTURES OVER 20 FT</b>										
DISTRICT	BRIDGES	CULVERTS	TOTAL STRUCTURES	AVG AGE	DECK	SUPER	SUB	CULV	STRUCT EVAL	SUFF RATING
1	358	77	435	37.5	7.1	7.1	7.1	6.7	6.7	90.1
2	113	99	212	31.9	7.2	7.2	7.1	6.8	6.8	94.1
3	257	90	347	32.9	7.0	7.2	7.1	6.6	6.9	89.6
4	147	91	238	37.8	7.0	7.1	6.8	6.8	6.6	93.4
6	430	202	632	40.3	6.7	6.9	6.8	6.1	6.4	89.4
7	245	103	348	37.4	6.7	6.9	6.9	6.6	6.5	92.0
8	142	95	237	43.7	6.7	6.9	6.8	6.3	6.4	92.4
<b>METRO</b>	1,143	55	1,198	28.5	7.0	7.1	7.1	6.5	6.8	90.2
<b>TOTAL</b>	2,835	812	3,647	34.7	6.9	7.0	7.0	6.5	6.7	90.8

# AGE PROFILE LOCAL HIGHWAYS ONLY 10 FT AND OVER 2017



# AVERAGE AGE AND CONDITION OF STRUCTURES BY COUNTY AND ROUTE SYSTEM LOCAL STRUCTURES ONLY 10 FT AND OVER 2017

<b>ATP 1</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
CARLTON	82	31	3	116	263,593	30	91.8
COOK	54	2	0	56	76,188	28	82.3
ITASCA	120	15	3	138	408,551	33	86.7
KOOCHICHING	53	19	1	73	196,885	33	89.2
LAKE	63	19	1	83	167,324	35	90.3
PINE	110	44	6	160	371,682	30	94.0
ST LOUIS	514	67	128	709	1,537,220	38	88.0
<b>ATP 1 TOTAL</b>	<b>996</b>	<b>197</b>	<b>142</b>	<b>1,335</b>	<b>3,021,444</b>	<b>35</b>	<b>88.9</b>

<b>ATP 2</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
BELTRAMI	79	41	3	123	239,372	30	96.6
CLEARWATER	42	27	1	70	76,671	36	92.6
HUBBARD	47	12	1	60	102,924	25	94.3
KITTSON	79	123	0	202	298,334	28	95.2
LAKE OF THE WOODS	65	68	0	133	154,046	28	92.6
MARSHALL	115	155	7	277	472,810	29	96.7
NORMAN	119	84	0	203	492,511	39	94.1
PENNINGTON	76	19	7	102	185,926	28	97.1
POLK	152	270	8	430	950,469	24	97.2
RED LAKE	57	33	2	92	203,447	30	95.9
ROSEAU	112	106	2	220	311,783	34	93.6
<b>ATP 2 TOTAL</b>	<b>943</b>	<b>938</b>	<b>31</b>	<b>1,912</b>	<b>3,488,294</b>	<b>30</b>	<b>95.5</b>

<b>ATP 3</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
AITKIN	74	42	2	118	220,909	27	93.4
BENTON	79	29	3	111	417,437	38	94.0
CASS	57	20	2	79	169,269	33	89.1
CROW WING	46	29	12	87	244,814	32	90.8
ISANTI	27	9	2	38	124,675	32	91.9
KANABEC	60	16	0	76	178,174	31	95.4
MILLE LACS	62	49	1	112	236,072	27	95.6
MORRISON	116	86	5	207	354,348	29	93.5
SHERBURNE	33	8	1	42	157,265	28	88.4
STEARNS	122	89	16	227	696,663	39	94.8
TODD	96	69	4	169	279,438	27	94.6
WADENA	54	26	1	81	247,722	24	95.8
WRIGHT	43	34	3	80	237,138	33	92.8
<b>ATP 3 TOTAL</b>	<b>869</b>	<b>506</b>	<b>52</b>	<b>1,427</b>	<b>3,563,925</b>	<b>31</b>	<b>93.6</b>

# AVERAGE AGE AND CONDITION OF STRUCTURES LOCAL STRUCTURES 10 FT AND OVER 2017

<b>ATP 4</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
BECKER	39	28	6	73	219,588	22	95.2
BIG STONE	11	14	1	26	30,272	31	92.5
CLAY	188	135	34	357	958,617	29	93.1
DOUGLAS	34	20	2	56	83,279	29	97.3
GRANT	23	26	0	49	50,141	34	91.0
MAHNOMEN	29	22	0	51	74,833	38	88.3
OTTERTAIL	77	57	10	144	349,056	37	92.1
POPE	26	37	1	64	108,922	28	97.1
STEVENS	22	29	1	52	78,644	32	97.8
SWIFT	47	65	1	113	264,061	27	93.6
TRAVERSE	84	58	0	142	213,871	32	97.2
WILKIN	129	123	2	254	415,900	29	94.4
<b>ATP 4 TOTAL</b>	<b>709</b>	<b>614</b>	<b>58</b>	<b>1,381</b>	<b>2,847,186</b>	<b>30</b>	<b>94.1</b>

<b>ATP 6</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
DODGE	99	133	7	239	386,356	38	91.8
FILLMORE	221	236	15	472	857,014	41	88.0
FREEBORN	99	72	7	178	295,738	35	95.6
GOODHUE	205	200	27	432	804,241	46	92.2
HOUSTON	83	97	0	180	381,724	31	90.3
MOWER	125	226	17	368	717,438	31	88.0
OLMSTED	216	115	56	387	1,332,223	32	95.6
RICE	95	51	19	165	391,410	29	92.2
STEELE	71	51	14	136	335,459	32	87.9
WABASHA	118	79	5	202	432,226	31	95.0
WINONA	104	85	25	214	476,998	32	89.7
<b>ATP 6 TOTAL</b>	<b>1,436</b>	<b>1,345</b>	<b>192</b>	<b>2,973</b>	<b>6,410,826</b>	<b>36</b>	<b>91.3</b>

<b>ATP 7</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
BLUE EARTH	132	57	9	198	767,264	36	92.9
BROWN	67	76	3	146	460,421	39	91.6
COTTONWOOD	94	115	2	211	348,847	41	92.3
FARIBAULT	105	146	2	253	509,085	36	88.9
JACKSON	101	114	3	218	376,600	35	90.2
LE SUEUR	59	18	4	81	160,019	36	94.4
MARTIN	74	100	8	182	319,750	43	89.0
NICOLLET	47	24	1	72	140,281	29	98.2
NOBLES	138	209	8	355	480,682	38	92.7
ROCK	145	184	9	338	511,713	28	95.1
SIBLEY	67	60	5	132	236,151	22	95.4
WASECA	64	32	0	96	179,759	37	87.3
WATONWAN	97	89	1	187	342,709	36	94.6
<b>ATP 7 TOTAL</b>	<b>1,190</b>	<b>1,224</b>	<b>55</b>	<b>2,469</b>	<b>4,833,282</b>	<b>35</b>	<b>92.4</b>



# AVERAGE AGE AND CONDITION OF STRUCTURES LOCAL STRUCTURES 10 FT AND OVER 2017

<b>ATP 8</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
CHIPPEWA	52	103	7	162	272,060	32	87.0
KANDIYOHI	69	53	6	128	232,446	35	92.2
LAC QUI PARLE	84	142	0	226	467,898	28	92.7
LINCOLN	91	80	2	173	205,541	37	87.8
LYON	144	138	13	295	543,417	33	95.9
MCLEOD	55	45	5	105	357,345	27	95.0
MEEKER	34	53	4	91	156,422	37	88.5
MURRAY	82	104	4	190	302,743	35	94.5
PIPESTONE	113	153	3	269	380,363	31	91.1
REDWOOD	130	154	6	290	576,935	39	85.6
RENVILLE	119	100	1	220	338,214	34	85.9
YELLOW MEDICINE	130	139	2	271	499,727	32	94.2
<b>ATP 8 TOTAL</b>	<b>1,103</b>	<b>1,264</b>	<b>53</b>	<b>2,420</b>	<b>4,333,110</b>	<b>33</b>	<b>90.9</b>

<b>METRO</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
ANOKA	62	2	41	105	698,067	25	91.6
CARVER	60	29	34	123	619,843	33	87.8
CHISAGO	37	10	11	58	94,608	31	93.1
DAKOTA	77	56	39	172	496,243	31	94.8
HENNEPIN	162	0	310	472	3,347,715	39	84.3
RAMSEY	61	0	74	135	1,785,394	31	84.2
SCOTT	72	30	37	139	470,647	29	94.3
WASHINGTON	27	5	34	66	272,927	31	91.8
<b>METRO TOTAL</b>	<b>558</b>	<b>132</b>	<b>580</b>	<b>1,270</b>	<b>7,785,445</b>	<b>33</b>	<b>88.5</b>

	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
<b>STATE TOTAL</b>	<b>7,804</b>	<b>6,220</b>	<b>1,163</b>	<b>15,187</b>	<b>36,283,512</b>	<b>33</b>	<b>92.0</b>

# AVERAGE AGE AND CONDITION OF STRUCTURES BY COUNTY AND ROUTE SYSTEM LOCAL STRUCTURES ONLY OVER 20 FT 2017

<b>ATP 1</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
CARLTON	54	23	2	79	232,940	28	92.9
COOK	21	2	0	23	53,269	29	80.2
ITASCA	99	12	2	113	393,348	30	88.9
KOOCHICHING	42	12	0	54	185,613	32	89.6
LAKE	41	10	0	51	135,737	36	89.0
PINE	82	32	3	117	343,754	29	94.5
ST LOUIS	359	38	59	456	1,313,230	35	87.4
<b>ATP 1 TOTAL</b>	<b>698</b>	<b>129</b>	<b>66</b>	<b>893</b>	<b>2,657,890</b>	<b>33</b>	<b>89.0</b>

<b>ATP 2</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
BELTRAMI	44	19	2	65	195,467	32	95.3
CLEARWATER	22	13	0	35	51,620	37	91.6
HUBBARD	29	7	1	37	85,178	24	94.8
KITTSOON	48	80	0	128	254,125	30	95.0
LAKE OF THE WOODS	18	21	0	39	87,013	30	94.5
MARSHALL	77	90	5	172	402,003	30	95.7
NORMAN	83	44	0	127	440,490	36	92.9
PENNINGTON	32	8	2	42	149,028	28	96.9
POLK	78	150	6	234	805,940	27	96.9
RED LAKE	36	11	2	49	173,046	31	95.3
ROSEAU	61	58	2	121	253,898	31	92.6
<b>ATP 2 TOTAL</b>	<b>528</b>	<b>501</b>	<b>20</b>	<b>1,049</b>	<b>2,897,807</b>	<b>30</b>	<b>95.0</b>

<b>ATP 3</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
AITKIN	44	18	1	63	181,728	30	92.8
BENTON	67	23	1	91	401,862	36	93.6
CASS	40	16	2	58	149,735	31	89.7
CROW WING	27	23	8	58	221,379	31	91.8
ISANTI	17	6	2	25	111,636	30	91.7
KANABEC	49	14	0	63	167,244	31	95.2
MILLE LACS	47	25	1	73	207,302	31	95.2
MORRISON	76	46	4	126	302,654	31	92.1
SHERBURNE	26	5	1	32	146,726	30	87.0
STEARNS	78	51	12	141	625,104	34	94.7
TODD	58	51	1	110	234,088	26	95.2
WADENA	47	21	1	69	241,065	24	96.4
WRIGHT	24	17	2	43	202,019	33	91.6
<b>ATP 3 TOTAL</b>	<b>600</b>	<b>316</b>	<b>36</b>	<b>952</b>	<b>3,192,543</b>	<b>31</b>	<b>93.4</b>

# AVERAGE AGE AND CONDITION OF STRUCTURES LOCAL STRUCTURES OVER 20 FT 2017

<b>ATP 4</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
BECKER	22	16	5	43	196,508	21	94.1
BIG STONE	3	3	0	6	17,829	34	92.3
CLAY	85	63	17	165	811,035	33	90.4
DOUGLAS	11	7	0	18	42,328	32	95.6
GRANT	9	13	0	22	33,323	36	87.2
MAHNOMEN	20	16	0	36	62,957	37	85.8
OTTERTAIL	48	40	10	98	310,321	33	91.8
POPE	14	26	1	41	86,805	27	96.2
STEVENS	15	17	1	33	66,372	37	96.7
SWIFT	32	44	1	77	233,907	26	93.2
TRAVERSE	65	44	0	109	194,924	31	96.8
WILKIN	87	79	1	167	354,174	31	93.7
<b>ATP 4 TOTAL</b>	<b>411</b>	<b>368</b>	<b>36</b>	<b>815</b>	<b>2,410,484</b>	<b>31</b>	<b>92.9</b>

<b>ATP 6</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
DODGE	65	77	4	146	326,376	37	92.4
FILLMORE	155	129	7	291	742,408	37	88.8
FREEBORN	47	29	6	82	223,055	31	95.0
GOODHUE	117	111	24	252	667,113	42	92.3
HOUSTON	60	66	0	126	332,022	27	92.1
MOWER	91	169	16	276	660,182	30	88.3
OLMSTED	137	66	44	247	1,175,899	30	94.7
RICE	49	27	18	94	327,962	26	93.0
STEELE	45	33	12	90	293,726	31	87.9
WABASHA	61	37	4	102	337,625	32	94.0
WINONA	73	61	12	146	419,898	30	90.2
<b>ATP 6 TOTAL</b>	<b>900</b>	<b>805</b>	<b>147</b>	<b>1,852</b>	<b>5,506,267</b>	<b>33</b>	<b>91.3</b>

<b>ATP 7</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
BLUE EARTH	103	37	3	143	717,812	36	92.4
BROWN	46	46	3	95	415,171	36	91.8
COTTONWOOD	59	72	2	133	294,305	39	92.8
FARIBAULT	76	109	2	187	459,782	34	89.6
JACKSON	68	95	1	164	333,960	34	91.0
LE SUEUR	37	10	4	51	127,996	36	93.4
MARTIN	48	67	7	122	259,404	45	87.4
NICOLLET	20	14	0	34	95,713	27	98.2
NOBLES	81	175	5	261	414,262	36	94.0
ROCK	94	126	8	228	445,451	25	95.8
SIBLEY	42	40	1	83	190,071	22	95.1
WASECA	40	25	0	65	152,473	37	87.9
WATONWAN	73	63	1	137	304,382	37	94.1
<b>ATP 7 TOTAL</b>	<b>787</b>	<b>879</b>	<b>37</b>	<b>1,703</b>	<b>4,210,782</b>	<b>34</b>	<b>92.5</b>

# AVERAGE AGE AND CONDITION OF STRUCTURES LOCAL STRUCTURES OVER 20 FT 2017

<b>ATP 8</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
CHIPPEWA	26	66	3	95	218,032	34	84.8
KANDIYOHI	35	30	3	68	172,661	39	90.6
LAC QUI PARLE	60	95	0	155	419,310	30	91.7
LINCOLN	41	45	1	87	140,489	36	86.0
LYON	99	92	11	202	469,526	33	95.1
MCLEOD	35	28	5	68	323,917	29	95.2
MEEKER	17	30	2	49	123,816	34	93.9
MURRAY	53	64	1	118	254,730	32	94.3
PIPESTONE	55	102	2	159	303,539	26	91.7
REDWOOD	85	87	5	177	474,564	35	86.8
RENVILLE	64	57	1	122	251,973	35	84.0
YELLOW MEDICINE	81	100	2	183	432,507	32	93.8
<b>ATP 8 TOTAL</b>	<b>651</b>	<b>796</b>	<b>36</b>	<b>1,483</b>	<b>3,585,065</b>	<b>33</b>	<b>90.8</b>

<b>METRO</b>	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
ANOKA	46	1	23	70	647,394	27	91.2
CARVER	35	17	20	72	567,057	29	87.8
CHISAGO	28	9	7	44	81,615	31	92.6
DAKOTA	48	30	28	106	425,225	26	94.4
HENNEPIN	108	0	214	322	3,149,993	39	82.5
RAMSEY	50	0	54	104	1,741,787	30	83.0
SCOTT	36	13	25	74	400,251	23	94.2
WASHINGTON	11	5	18	34	240,931	26	90.4
<b>METRO TOTAL</b>	<b>362</b>	<b>75</b>	<b>389</b>	<b>826</b>	<b>7,254,253</b>	<b>32</b>	<b>87.2</b>

	<b>COUNTY</b>	<b>TOWN SHIP</b>	<b>CITY</b>	<b>TOTAL</b>	<b>AREA</b>	<b>AVG AGE</b>	<b>AVG S.R.</b>
<b>STATE TOTAL</b>	<b>4,937</b>	<b>3,869</b>	<b>767</b>	<b>9,573</b>	<b>31,715,091</b>	<b>32</b>	<b>91.6</b>

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**SECTION  
TWO**

**DEFICIENT  
STRUCTURES  
10 FT AND OVER**

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# CRITERIA FOR DEFICIENT STRUCTURES

Summaries of deficient structures are based on those classified as either **Structurally Deficient (SD)** or **Functionally Obsolete (FO)** and having a **Sufficiency Rating** of less than or equal to 80.0, or a deficient Railroad over Highway Structure

## CRITERIA FOR DEFICIENT STRUCTURES

### STRUCTURALLY DEFICIENT

1. CONDITION CODE of **4** or less for:

DECK CONDITION or  
SUPERSTRUCTURE or  
SUBSTRUCTURE or  
CULVERT

**OR**

2. APPRAISAL RATING of **2** or less for:

STRUCTURE EVALUATION or  
WATERWAY ADEQUACY

### FUNCTIONALLY OBSOLETE

1. APPRAISAL RATING of **3** or less for:

DECK GEOMETRY or  
UNDERCLEARANCE or  
APPROACH ROADWAY

**OR**

2. APPRAISAL RATING of **3** for:

STRUCTURE EVALUATION or  
WATERWAY ADEQUACY

NOTE: Any structure classified as Structurally Deficient (SD) is excluded from the Functionally Obsolete (FO) category.

## INDIVIDUAL DEFICIENCIES

**Approach Roadway:** Appraisal Rating of **3** or less for **Approach Roadway**

**Clearance:** Appraisal Rating of **3** or less for **Underclearance**

**Condition:** Appraisal Rating of **4** or less for: **Deck, Superstructure, Substructure, or Culvert**  
**OR**

Appraisal Rating of **3** or less for: **Structure Evaluation**

**Waterway:** Appraisal Rating of **3** or less for **Waterway Adequacy**

**Width:** Appraisal Rating of **3** or less for **Deck Geometry**

**Load:** Bridge is Posted for **Single Vehicle, Semi, or Double-Trailer Trucks**  
**AND**

Bridge **has one or more of the above individual deficiencies**

**DEFICIENCIES BY ROUTE SYSTEM  
ALL STRUCTURES 10 FT AND OVER  
ALL SUFFICIENCY RATINGS  
2017**

<b>DEFICIENCIES</b>								
<b>ROUTE SYSTEM</b>	<b>LOAD</b>	<b>WIDTH</b>	<b>COND</b>	<b>UNDER CLEAR</b>	<b>WATER</b>	<b>APPR RDWY</b>	<b>S.D.</b>	<b>F.O.</b>
<b>INTERSTATE</b>	1	43	18	79	0	0	18	110
<b>TRUNK HWY</b>	4	34	58	47	7	4	57	79
<b>COUNTY</b>	226	56	544	12	11	21	529	65
<b>TOWNSHIP</b>	252	81	428	4	29	51	400	90
<b>CITY</b>	64	101	86	15	0	12	76	104
<b>TOTAL</b>	<b>547</b>	<b>315</b>	<b>1,134</b>	<b>157</b>	<b>47</b>	<b>88</b>	<b>1,080</b>	<b>448</b>

<b>RAILROAD DEFICIENCIES</b>			
<b>ROUTE SYSTEM</b>	<b>TOTAL # OF RR BR's</b>	<b>NUMBER DEFICIENT</b>	<b>EST IMPR COST</b>
<b>INTERSTATE</b>	36	11	\$36,236,000
<b>TRUNK HWY</b>	68	23	\$46,983,800
<b>COUNTY</b>	76	46	\$104,315,000
<b>TOWNSHIP</b>	27	21	\$31,313,000
<b>CITY</b>	127	92	\$244,430,100
<b>TOTAL</b>	<b>334</b>	<b>193</b>	<b>\$463,277,900</b>



**DEFICIENCIES BY ROUTE SYSTEM  
ALL STRUCTURES 10 FT AND OVER  
SUFFICIENCY RATING  $\leq$  80  
2017**

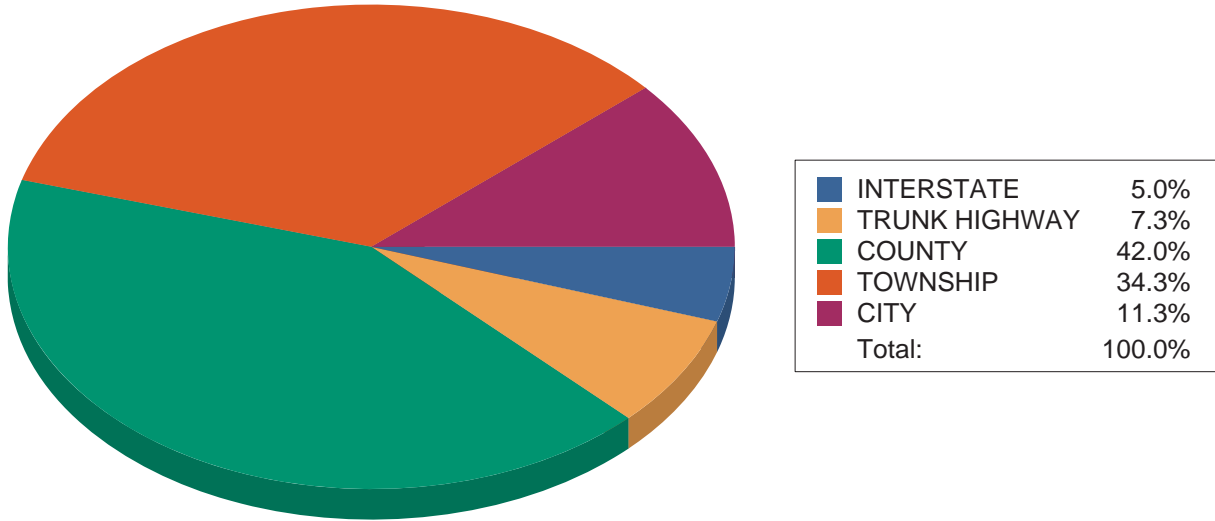
<b>DEFICIENCIES</b>								
<b>ROUTE SYSTEM</b>	<b>LOAD</b>	<b>WIDTH</b>	<b>COND</b>	<b>UNDER CLEAR</b>	<b>WATER</b>	<b>APPR RDWY</b>	<b>S.D.</b>	<b>F.O.</b>
<b>INTERSTATE</b>	1	33	14	32	0	0	14	54
<b>TRUNK HWY</b>	4	32	58	18	2	3	57	42
<b>COUNTY</b>	225	51	535	9	4	17	519	47
<b>TOWNSHIP</b>	249	73	424	3	19	44	394	69
<b>CITY</b>	64	81	85	10	0	10	75	77
<b>TOTAL</b>	<b>543</b>	<b>270</b>	<b>1,116</b>	<b>72</b>	<b>25</b>	<b>74</b>	<b>1,059</b>	<b>289</b>

**DEFICIENCIES BY ROUTE SYSTEM  
ALL STRUCTURES 10 FT AND OVER  
SUFFICIENCY RATING < 50  
2017**

<b>DEFICIENCIES</b>								
<b>ROUTE SYSTEM</b>	<b>LOAD</b>	<b>WIDTH</b>	<b>COND</b>	<b>UNDER CLEAR</b>	<b>WATER</b>	<b>APPR RDWY</b>	<b>S.D.</b>	<b>F.O.</b>
<b>INTERSTATE</b>	1	0	4	1	0	0	4	0
<b>TRUNK HWY</b>	3	1	15	4	1	2	14	2
<b>COUNTY</b>	140	31	189	5	1	5	179	16
<b>TOWNSHIP</b>	181	50	200	0	11	23	177	31
<b>CITY</b>	50	24	59	3	0	5	50	14
<b>TOTAL</b>	<b>375</b>	<b>106</b>	<b>467</b>	<b>13</b>	<b>13</b>	<b>35</b>	<b>424</b>	<b>63</b>

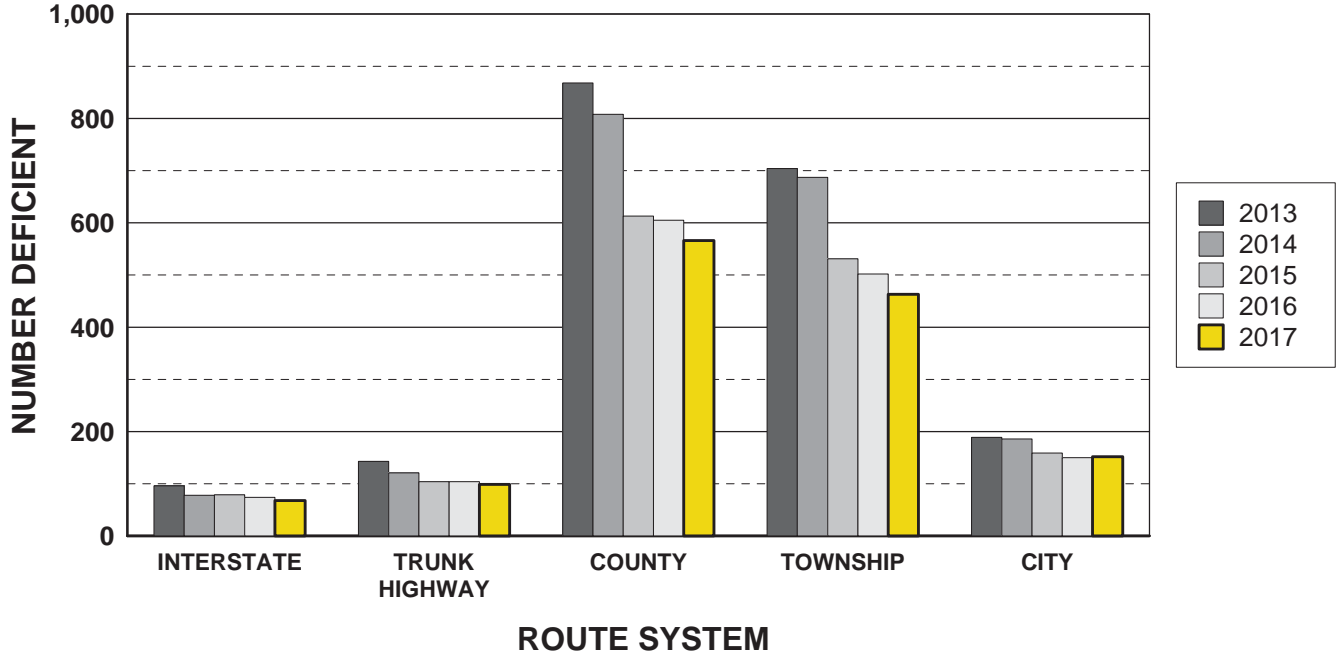
**ALL STRUCTURES 10 FT AND OVER  
SUFFICIENCY RATING  $\leq$  80  
2017**

**PERCENTAGE OF DEFICIENT STRUCTURES  
1,348 DEFICIENT STRUCTURES**



# ALL STRUCTURES 10 FT AND OVER SUFFICIENCY RATING $\leq$ 80 2017

## DEFICIENT STRUCTURE HISTORY



**NUMBER OF DEFICIENT STRUCTURES  
BY COUNTY AND ROUTE SYSTEM  
SUFFICIENCY RATING  $\leq$  80  
STRUCTURES 10 FT AND OVER  
2017**

	1-IS & TH	3-CNTY	4-TWP	5-CITY	TOTAL
01-AITKIN	2	3	3	0	8
02-ANOKA	5	4	0	0	9
03-BECKER	1	2	1	0	4
04-BELTRAMI	1	0	0	1	2
05-BENTON	0	3	3	0	6
06-BIG STONE	0	0	1	0	1
07-BLUE EARTH	1	12	1	0	14
08-BROWN	1	3	5	0	9
09-CARLTON	3	8	1	0	12
10-CARVER	0	10	6	7	23
11-CASS	1	5	1	1	8
12-CHIPPEWA	3	6	15	0	24
13-CHISAGO	2	2	2	2	8
14-CLAY	0	10	8	1	19
15-CLEARWATER	0	0	0	0	0
16-COOK	1	15	0	0	16
17-COTTONWOOD	0	3	6	0	9
18-CROW WING	1	2	2	2	7
19-DAKOTA	3	1	1	0	5
20-DODGE	0	10	7	0	17
21-DOUGLAS	0	0	1	0	1
22-FARIBAULT	0	13	19	0	32
23-FILLMORE	1	30	30	1	62
24-FREEBORN	0	4	1	0	5
25-GOODHUE	2	2	18	5	27
26-GRANT	0	4	3	0	7

**NUMBER OF DEFICIENT STRUCTURES  
BY COUNTY AND ROUTE SYSTEM  
SUFFICIENCY RATING  $\leq$  80  
STRUCTURES 10 FT AND OVER  
2017**

	1-IS & TH	3-CNTY	4-TWP	5-CITY	TOTAL
27-HENNEPIN	46	23	0	65	134
28-HOUSTON	0	3	15	0	18
29-HUBBARD	0	3	1	0	4
30-ISANTI	0	1	1	0	2
31-ITASCA	2	17	2	2	23
32-JACKSON	0	10	8	0	18
33-KANABEC	0	0	0	0	0
34-KANDIYOHI	0	5	4	0	9
35-KITSON	1	1	3	0	5
36-KOOCHICHING	1	5	1	0	7
37-LAC QUI PARLE	0	5	10	0	15
38-LAKE	2	3	0	0	5
39-LAKE OF THE WOOD	1	1	3	0	5
40-LE SUEUR	1	3	0	0	4
41-LINCOLN	0	19	23	0	42
42-LYON	1	6	5	1	13
43-MCLEOD	0	2	2	1	5
44-MAHNOMEN	0	3	3	0	6
45-MARSHALL	1	4	3	0	8
46-MARTIN	0	4	11	2	17
47-MEEKER	1	1	1	1	4
48-MILLE LACS	0	2	0	1	3
49-MORRISON	0	11	7	0	18
50-MOWER	5	23	37	5	70
51-MURRAY	0	7	7	0	14
52-NICOLLET	2	0	0	0	2

**NUMBER OF DEFICIENT STRUCTURES  
BY COUNTY AND ROUTE SYSTEM  
SUFFICIENCY RATING  $\leq$  80  
STRUCTURES 10 FT AND OVER  
2017**

	1-IS & TH	3-CNTY	4-TWP	5-CITY	TOTAL
53-NOBLES	0	2	2	2	6
54-NORMAN	0	7	5	0	12
55-OLMSTED	5	6	1	4	16
56-OTTER TAIL	0	7	2	1	10
57-PENNINGTON	0	1	0	0	1
58-PINE	0	6	1	0	7
59-PIPESTONE	1	15	24	1	41
60-POLK	2	1	8	0	11
61-POPE	0	0	1	0	1
62-RAMSEY	25	11	0	10	46
63-RED LAKE	0	0	2	0	2
64-REDWOOD	1	21	37	3	62
65-RENVILLE	0	33	17	0	50
66-RICE	1	1	2	4	8
67-ROCK	2	10	5	3	20
68-ROSEAU	0	2	6	0	8
69-ST LOUIS	15	62	13	11	101
70-SCOTT	4	2	0	2	8
71-SHERBURNE	2	5	0	0	7
72-SIBLEY	1	6	2	0	9
73-STEARNS	0	4	2	1	7
74-STEELE	2	5	7	2	16
75-STEVENS	0	1	1	0	2
76-SWIFT	0	1	5	0	6
77-TODD	1	4	2	1	8
78-TRAVERSE	0	1	2	0	3

**NUMBER OF DEFICIENT STRUCTURES  
BY COUNTY AND ROUTE SYSTEM  
SUFFICIENCY RATING  $\leq$  80  
STRUCTURES 10 FT AND OVER  
2017**

	1-IS & TH	3-CNTY	4-TWP	5-CITY	TOTAL
79-WABASHA	2	4	2	0	8
80-WADENA	0	1	1	0	2
81-WASECA	0	7	1	0	8
82-WASHINGTON	1	1	0	4	6
83-WATONWAN	0	2	4	0	6
84-WILKIN	0	11	10	0	21
85-WINONA	8	10	5	5	28
86-WRIGHT	0	0	3	0	3
87-YELLOW MEDICINE	2	2	8	0	12
<b>TOTAL</b>	<b>167</b>	<b>566</b>	<b>463</b>	<b>152</b>	<b>1348</b>



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**SECTION  
THREE**

**DEFICIENT  
STRUCTURES  
OVER 20 FT**

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# CRITERIA FOR DEFICIENT STRUCTURES

Summaries of deficient structures are based on those classified as either **Structurally Deficient (SD)** or **Functionally Obsolete (FO)** and having a **Sufficiency Rating** of less than or equal to 80.0, or a deficient Railroad over Highway Structure

## CRITERIA FOR DEFICIENT STRUCTURES

### STRUCTURALLY DEFICIENT

1. CONDITION CODE of **4** or less for:

DECK CONDITION or  
SUPERSTRUCTURE or  
SUBSTRUCTURE or  
CULVERT

**OR**

2. APPRAISAL RATING of **2** or less for:

STRUCTURE EVALUATION or  
WATERWAY ADEQUACY

### FUNCTIONALLY OBSOLETE

1. APPRAISAL RATING of **3** or less for:

DECK GEOMETRY or  
UNDERCLEARANCE or  
APPROACH ROADWAY

**OR**

2. APPRAISAL RATING of **3** for:

STRUCTURE EVALUATION or  
WATERWAY ADEQUACY

NOTE: Any structure classified as STRUCTURALLY DEFICIENT (SD) is excluded from the FUNCTIONALLY OBSOLETE (FO) category.

## INDIVIDUAL DEFICIENCIES

**Approach Roadway:** Appraisal Rating of **3** or less for **Approach Roadway**

**Clearance:** Appraisal Rating of **3** or less for **Underclearance**

**Condition:** Appraisal Rating of **4** or less for: **Deck, Superstructure, Substructure, or Culvert**  
**OR**

Appraisal Rating of **3** or less for: **Structure Evaluation**

**Waterway:** Appraisal Rating of **3** or less for **Waterway Adequacy**

**Width:** Appraisal Rating of **3** or less for **Deck Geometry**

**Load:** Bridge is Posted for **Single Vehicle, Semi, or Double-Trailer Trucks**  
**AND**

Bridge **has one or more of the above individual deficiencies**

**DEFICIENCIES BY ROUTE SYSTEM  
ALL STRUCTURES OVER 20 FT  
ALL SUFFICIENCY RATINGS  
2017**

<b>DEFICIENCIES</b>								
<b>ROUTE SYSTEM</b>	<b>LOAD</b>	<b>WIDTH</b>	<b>COND</b>	<b>UNDER CLEAR</b>	<b>WATER</b>	<b>APPR RDWY</b>	<b>S.D.</b>	<b>F.O.</b>
<b>INTERSTATE</b>	1	43	18	79	0	0	18	110
<b>TRUNK HWY</b>	4	34	36	47	5	3	35	76
<b>COUNTY</b>	198	51	374	12	8	12	367	48
<b>TOWNSHIP</b>	191	62	252	4	17	30	232	66
<b>CITY</b>	54	76	64	15	0	10	56	80
<b>TOTAL</b>	<b>448</b>	<b>266</b>	<b>744</b>	<b>157</b>	<b>30</b>	<b>55</b>	<b>708</b>	<b>380</b>

<b>RAILROAD DEFICIENCIES</b>			
<b>ROUTE SYSTEM</b>	<b>TOTAL # OF RR BR's</b>	<b>NUMBER DEFICIENT</b>	<b>EST IMPR COST</b>
<b>INTERSTATE</b>	36	11	\$36,236,000
<b>TRUNK HWY</b>	67	22	\$46,983,800
<b>COUNTY</b>	75	45	\$103,462,000
<b>TOWNSHIP</b>	27	21	\$31,313,000
<b>CITY</b>	127	92	\$244,430,100
<b>TOTAL</b>	<b>332</b>	<b>191</b>	<b>\$462,424,900</b>

**DEFICIENCIES BY ROUTE SYSTEM  
ALL STRUCTURES OVER 20 FT  
SUFFICIENCY RATING  $\leq$  80  
2017**

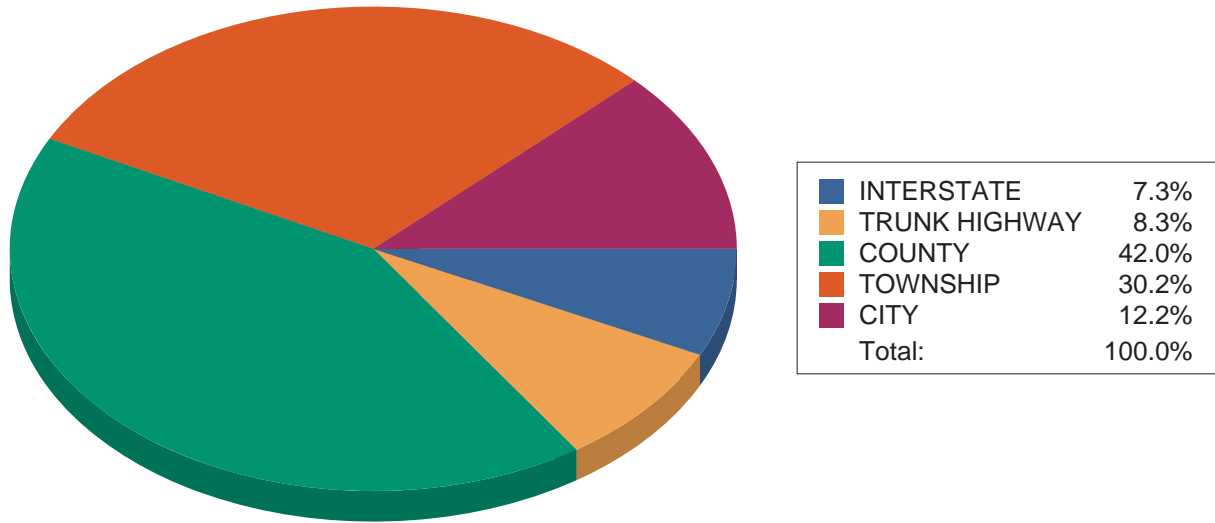
<b>DEFICIENCIES</b>								
<b>ROUTE SYSTEM</b>	<b>LOAD</b>	<b>WIDTH</b>	<b>COND</b>	<b>UNDER CLEAR</b>	<b>WATER</b>	<b>APPR RDWY</b>	<b>S.D.</b>	<b>F.O.</b>
<b>INTERSTATE</b>	1	33	14	32	0	0	14	54
<b>TRUNK HWY</b>	4	32	36	18	2	3	35	42
<b>COUNTY</b>	197	47	365	9	2	10	357	34
<b>TOWNSHIP</b>	188	55	249	3	11	28	229	52
<b>CITY</b>	54	61	63	10	0	8	55	58
<b>TOTAL</b>	<b>444</b>	<b>228</b>	<b>727</b>	<b>72</b>	<b>15</b>	<b>49</b>	<b>690</b>	<b>240</b>

**DEFICIENCIES BY ROUTE SYSTEM  
ALL STRUCTURES OVER 20 FT  
SUFFICIENCY RATING < 50  
2017**

<b>DEFICIENCIES</b>								
<b>ROUTE SYSTEM</b>	<b>LOAD</b>	<b>WIDTH</b>	<b>COND</b>	<b>UNDER CLEAR</b>	<b>WATER</b>	<b>APPR RDWY</b>	<b>S.D.</b>	<b>F.O.</b>
<b>INTERSTATE</b>	1	0	4	1	0	0	4	0
<b>TRUNK HWY</b>	3	1	11	4	1	2	10	2
<b>COUNTY</b>	120	29	147	5	1	2	143	10
<b>TOWNSHIP</b>	133	36	136	0	7	15	122	20
<b>CITY</b>	42	22	48	3	0	5	41	12
<b>TOTAL</b>	<b>299</b>	<b>88</b>	<b>346</b>	<b>13</b>	<b>9</b>	<b>24</b>	<b>320</b>	<b>44</b>

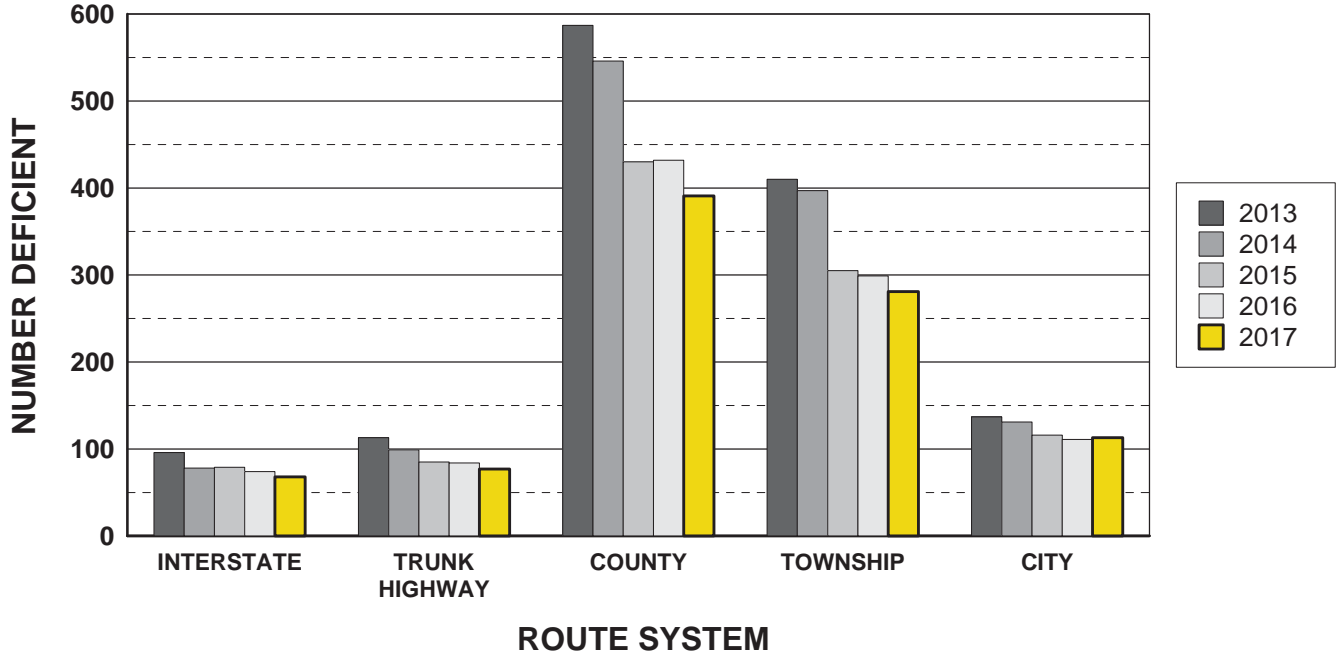
# ALL STRUCTURES OVER 20 FT SUFFICIENCY RATING $\leq$ 80 2017

## PERCENTAGE OF DEFICIENT STRUCTURES 930 DEFICIENT STRUCTURES



# ALL STRUCTURES OVER 20 FT SUFFICIENCY RATING $\leq$ 80 2017

## DEFICIENT STRUCTURE HISTORY



**NUMBER OF DEFICIENT STRUCTURES  
BY COUNTY AND ROUTE SYSTEM  
SUFFICIENCY RATING  $\leq$  80  
STRUCTURES OVER 20 FT  
2017**

	1-IS & TH	3-CNTY	4-TWP	5-CITY	TOTAL
01-AITKIN	1	3	1	0	5
02-ANOKA	5	2	0	0	7
03-BECKER	1	2	1	0	4
04-BELTRAMI	1	0	0	1	2
05-BENTON	0	3	3	0	6
06-BIG STONE	0	0	0	0	0
07-BLUE EARTH	0	8	1	0	9
08-BROWN	1	2	2	0	5
09-CARLTON	2	4	1	0	7
10-CARVER	0	8	2	4	14
11-CASS	1	3	1	1	6
12-CHIPPEWA	3	6	12	0	21
13-CHISAGO	2	2	2	1	7
14-CLAY	0	7	7	1	15
15-CLEARWATER	0	0	0	0	0
16-COOK	0	6	0	0	6
17-COTTONWOOD	0	1	4	0	5
18-CROW WING	1	1	1	0	3
19-DAKOTA	3	1	1	0	5
20-DODGE	0	5	4	0	9
21-DOUGLAS	0	0	1	0	1
22-FARIBAULT	0	11	11	0	22
23-FILLMORE	0	17	16	0	33
24-FREEBORN	0	3	1	0	4
25-GOODHUE	1	2	9	4	16
26-GRANT	0	2	2	0	4



**NUMBER OF DEFICIENT STRUCTURES  
BY COUNTY AND ROUTE SYSTEM  
SUFFICIENCY RATING  $\leq$  80  
STRUCTURES OVER 20 FT  
2017**

	1-IS & TH	3-CNTY	4-TWP	5-CITY	TOTAL
27-HENNEPIN	46	19	0	49	114
28-HOUSTON	0	2	9	0	11
29-HUBBARD	0	3	0	0	3
30-ISANTI	0	0	1	0	1
31-ITASCA	1	12	0	1	14
32-JACKSON	0	6	8	0	14
33-KANABEC	0	0	0	0	0
34-KANDIYOHI	0	2	3	0	5
35-KITSON	1	1	3	0	5
36-KOOCHICHING	1	4	0	0	5
37-LAC QUI PARLE	0	5	6	0	11
38-LAKE	2	3	0	0	5
39-LAKE OF THE WOOD	1	0	0	0	1
40-LE SUEUR	1	2	0	0	3
41-LINCOLN	0	10	11	0	21
42-LYON	1	5	4	1	11
43-MCLEOD	0	1	1	1	3
44-MAHNOMEN	0	3	3	0	6
45-MARSHALL	1	4	3	0	8
46-MARTIN	0	3	11	2	16
47-MEEKER	0	0	1	0	1
48-MILLE LACS	0	1	0	1	2
49-MORRISON	0	9	5	0	14
50-MOWER	5	19	24	5	53
51-MURRAY	0	5	3	0	8
52-NICOLLET	2	0	0	0	2

**NUMBER OF DEFICIENT STRUCTURES  
BY COUNTY AND ROUTE SYSTEM  
SUFFICIENCY RATING  $\leq$  80  
STRUCTURES OVER 20 FT  
2017**

	1-IS & TH	3-CNTY	4-TWP	5-CITY	TOTAL
53-NOBLES	0	2	1	1	4
54-NORMAN	0	6	3	0	9
55-OLMSTED	3	6	1	3	13
56-OTTER TAIL	0	5	2	1	8
57-PENNINGTON	0	0	0	0	0
58-PINE	0	3	1	0	4
59-PIPESTONE	0	12	12	1	25
60-POLK	2	1	4	0	7
61-POPE	0	0	1	0	1
62-RAMSEY	25	10	0	9	44
63-RED LAKE	0	0	1	0	1
64-REDWOOD	1	11	16	3	31
65-RENVILLE	0	14	10	0	24
66-RICE	1	0	0	3	4
67-ROCK	2	8	2	2	14
68-ROSEAU	0	2	6	0	8
69-ST LOUIS	14	46	9	9	78
70-SCOTT	3	1	0	1	5
71-SHERBURNE	2	4	0	0	6
72-SIBLEY	0	4	1	0	5
73-STEARNS	0	3	0	1	4
74-STEELE	2	2	5	2	11
75-STEVENS	0	1	1	0	2
76-SWIFT	0	1	2	0	3
77-TODD	1	3	0	0	4
78-TRAVERSE	0	1	1	0	2

**NUMBER OF DEFICIENT STRUCTURES  
BY COUNTY AND ROUTE SYSTEM  
SUFFICIENCY RATING  $\leq$  80  
STRUCTURES OVER 20 FT  
2017**

	1-IS & TH	3-CNTY	4-TWP	5-CITY	TOTAL
79-WABASHA	1	3	1	0	5
80-WADENA	0	1	0	0	1
81-WASECA	0	4	1	0	5
82-WASHINGTON	1	1	0	3	5
83-WATONWAN	0	1	4	0	5
84-WILKIN	0	6	9	0	15
85-WINONA	3	9	1	2	15
86-WRIGHT	0	0	1	0	1
87-YELLOW MEDICINE	0	2	6	0	8
<b>TOTAL</b>	<b>145</b>	<b>391</b>	<b>281</b>	<b>113</b>	<b>930</b>

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**SECTION  
FOUR**

**REPLACEMENT  
PROGRAM**

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## **CRITERIA FOR DEFICIENT STRUCTURES**

Summaries of deficient structures are based on those classified as either **Structurally Deficient (SD)** or **Functionally Obsolete (FO)** and having a **Sufficiency Rating** of less than 80.0, or a deficient Railroad over Highway Structure

### **CRITERIA FOR DEFICIENT STRUCTURES**

#### **STRUCTURALLY DEFICIENT**

1. CONDITION CODE of **4** or less for:

DECK CONDITION or  
SUPERSTRUCTURE or  
SUBSTRUCTURE or  
CULVERT

**OR**

2. APPRAISAL RATING of **2** or less for:

STRUCTURE EVALUATION or  
WATERWAY ADEQUACY

#### **FUNCTIONALLY OBSOLETE**

1. APPRAISAL RATING of **3** or less for:

DECK GEOMETRY or  
UNDERCLEARANCE or  
APPROACH ROADWAY

**OR**

2. APPRAISAL RATING of **3** for:

STRUCTURE EVALUATION or  
WATERWAY ADEQUACY

NOTE: Any structure classified as STRUCTURALLY DEFICIENT (SD) is excluded from the FUNCTIONALLY OBSOLETE (FO) category.

### **INDIVIDUAL DEFICIENCIES**

**Approach Roadway:** Appraisal Rating of **3** or less for **Approach Roadway**

**Clearance:** Appraisal Rating of **3** or less for **Underclearance**

**Condition:** Appraisal Rating of **4** or less for: **Deck, Superstructure, Substructure, or Culvert**  
**OR**

Appraisal Rating of **3** or less for: **Structure Evaluation**

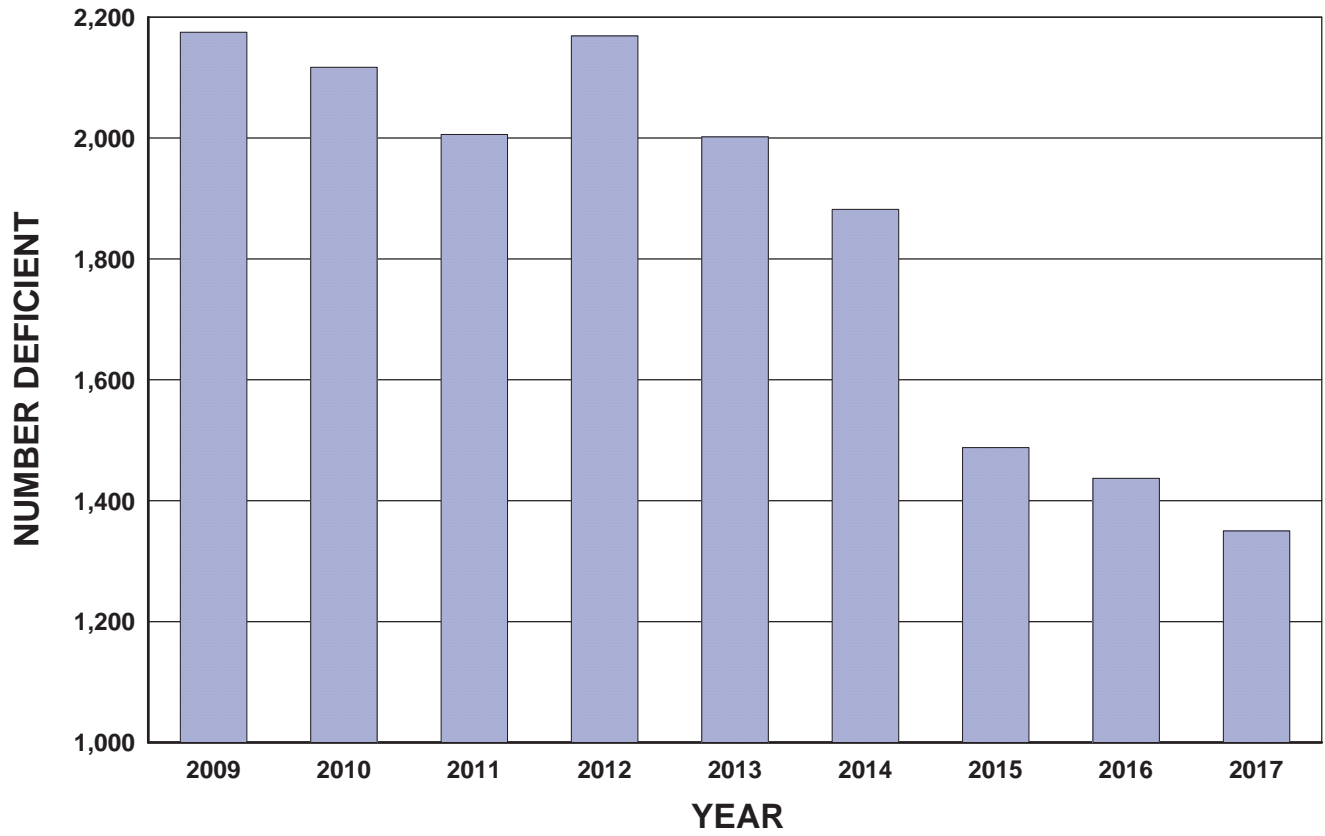
**Waterway:** Appraisal Rating of **3** or less for **Waterway Adequacy**

**Width:** Appraisal Rating of **3** or less for **Deck Geometry**

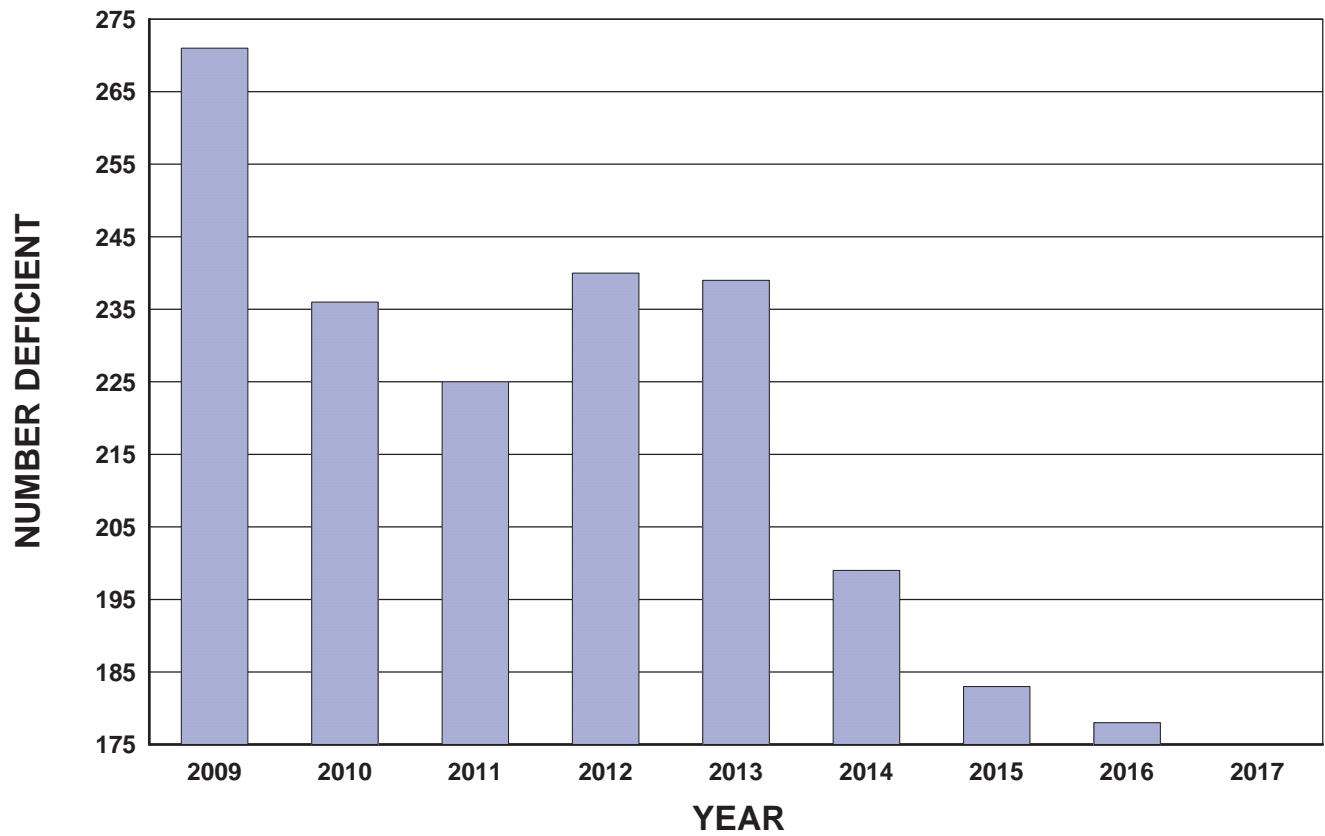
**Load:** Bridge is Posted for **Single Vehicle, Semi, or Double-Trailer Trucks**  
**AND**

Bridge **has one or more of the above individual deficiencies**

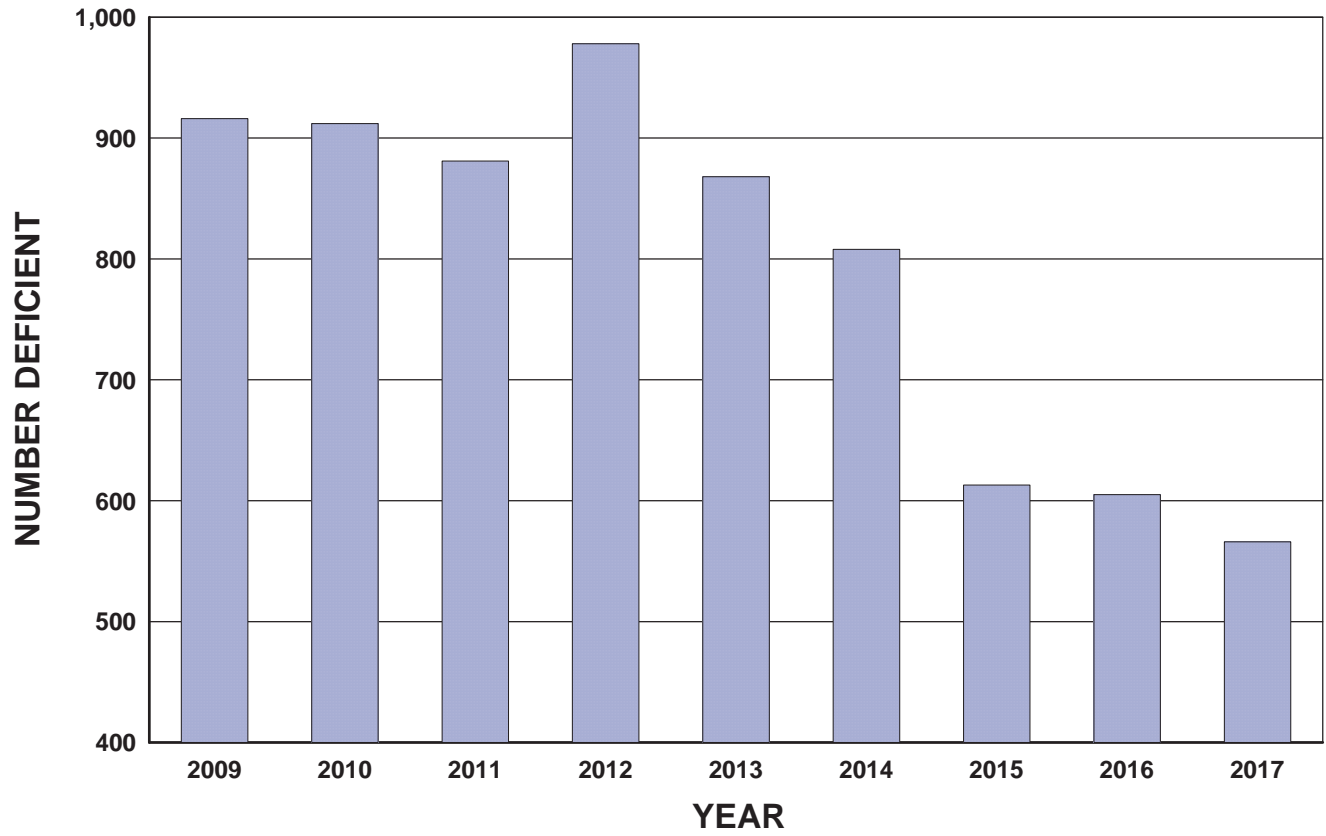
**DEFICIENT STRUCTURE HISTORY  
ALL ROUTE SYSTEMS  
SUFFICIENCY RATING  $\leq$  80  
ALL STRUCTURES 10 FT AND OVER  
2017**



**DEFICIENT STRUCTURE HISTORY  
INTERSTATE AND TRUNK HIGHWAY  
SUFFICIENCY RATING  $\leq 80$   
ALL STRUCTURES 10 FT AND OVER  
2017**

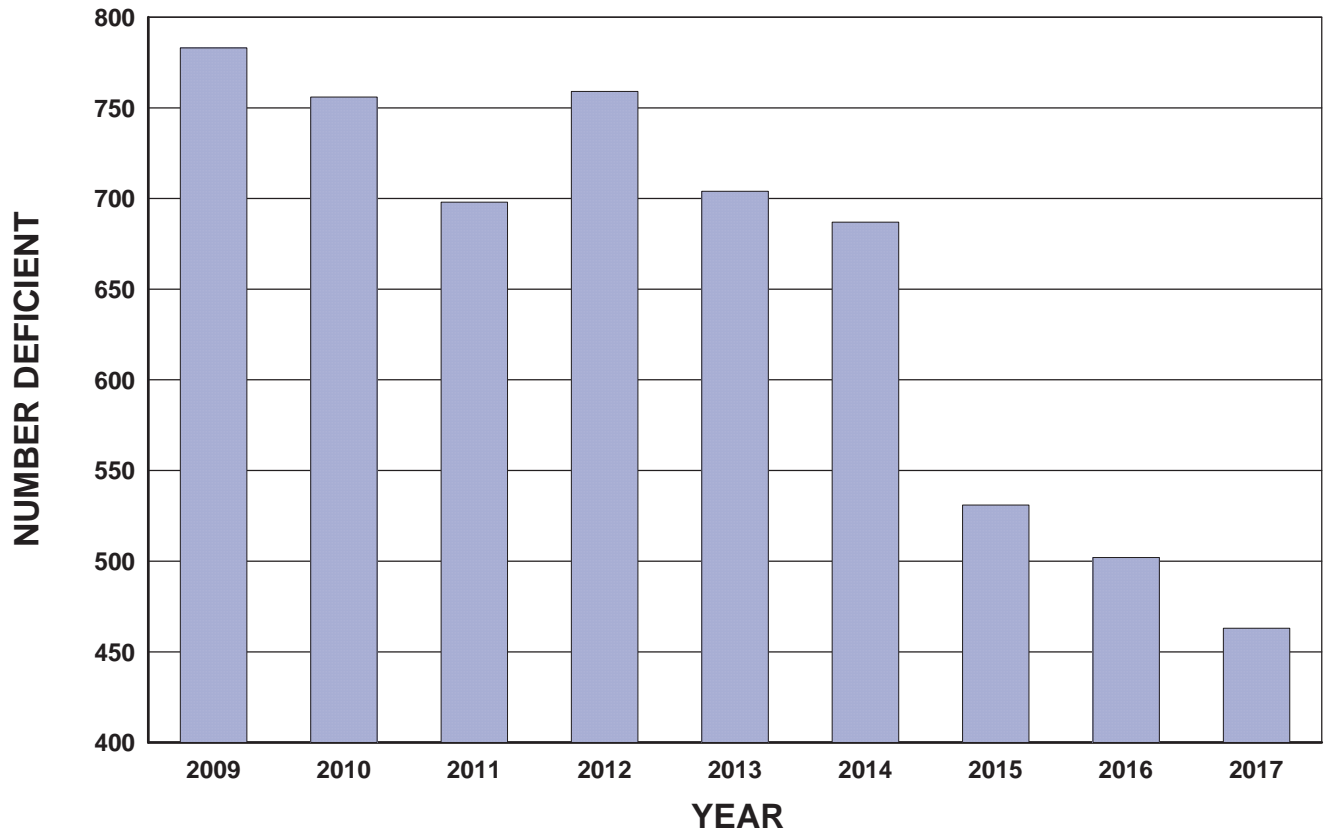


**DEFICIENT STRUCTURE HISTORY  
COUNTY HIGHWAY  
SUFFICIENCY RATING  $\leq$  80  
ALL STRUCTURES 10 FT AND OVER  
2017**

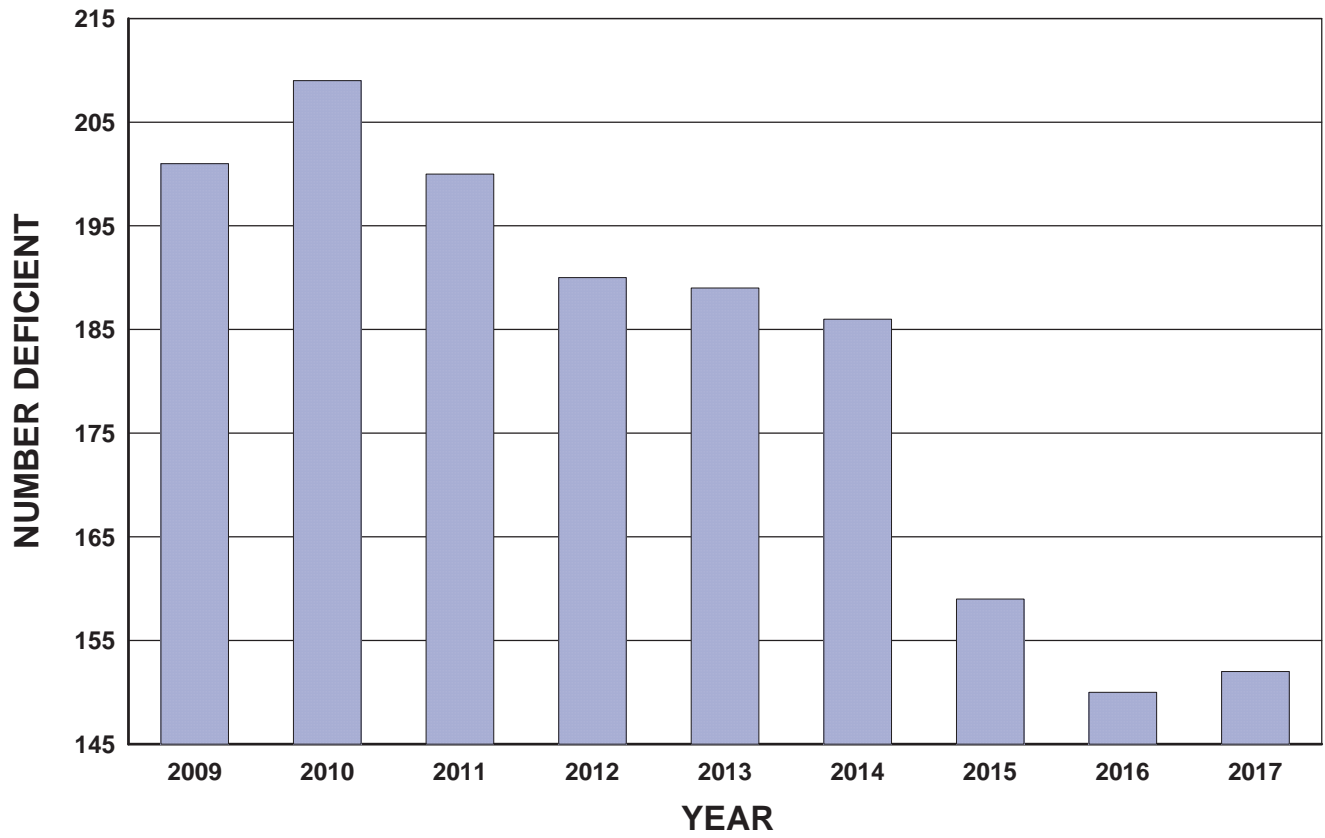




**DEFICIENT STRUCTURE HISTORY  
TOWNSHIP ROAD  
SUFFICIENCY RATING  $\leq 80$   
ALL STRUCTURES 10 FT AND OVER  
2017**



**DEFICIENT STRUCTURE HISTORY  
CITY STREET  
SUFFICIENCY RATING  $\leq 80$   
ALL STRUCTURES 10 FT AND OVER  
2017**



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**SECTION  
FIVE**

**TRUNK HIGHWAY  
BRIDGE  
PERFORMANCE**

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## Trunk Highway Bridge Performance Measures and Targets

In 1997, the Office of Bridges and Structures, in conjunction with the Office of Investment Management, developed a set of Bridge Performance Measures and Targets to use in focusing proposed investments on projects that will improve or attain the Performance Targets. Using these measures will help Mn/DOT continue to maintain and improve the existing bridge system.

The 3 bridge performance measures are:

- Structural Condition Rating
- Geometric Rating
- Load Carrying Capacity Rating

### Structural Condition Rating

The Structural Condition Rating is a broad measure of the structural condition of a bridge. Each bridge is categorized as Good, Satisfactory, Fair, or Poor by using 4 NBI (National Bridge Inventory) condition codes and 2 NBI appraisal ratings.

The 4 NBI condition codes are Deck Condition, Superstructure Condition, Substructure Condition, and Culvert Condition. The 2 NBI appraisal ratings are Structural Evaluation and Waterway Adequacy. Condition Codes and Appraisal Ratings use a scale from 0 to 9 where 9 is Excellent and 0 is Failed.

The criteria for the 4 categories are as follows:

- Good - If **all** of the condition codes (deck, superstructure, substructure, or culvert) are 7 or greater, **and** both of the appraisal ratings (structural evaluation and waterway adequacy) are 6 or greater.
- Satis - If **any** of the condition codes (deck, superstructure, substructure, or culvert) are 6, **or** either of the appraisal ratings (structural evaluation or waterway adequacy) are 5.
- Fair - If **any** of the condition codes (deck, superstructure, substructure, or culvert) are 5, **or** either of the appraisal ratings (structural evaluation or waterway adequacy) are 3 or 4.
- Poor - If **any** of the condition codes (deck, superstructure, substructure, or culvert) are 4 or less, **or** either of the appraisal ratings (structural evaluation or waterway adequacy) are 2 or less. (This is defined as Structurally Deficient)

If the bridge qualifies in more than one category, it will be placed in the poorest category.

Note that for purposes of the performance measures, bridges that are Poor for both the Structural Condition Rating and the Geometric Rating are only included under the Structural Condition Rating and are not included under Geometric Rating.

## **Geometric Rating**

The Geometric Rating is a broad measure of the geometric properties of a bridge. Each bridge is categorized as Good, Fair, or Poor by using 4 NBI appraisal ratings to place each bridge in a category.

The 4 NBI appraisal ratings are Deck Geometry, Underclearance (Vertical and Horizontal), Approach Roadway Alignment, and Waterway Adequacy. The Appraisal Ratings use a scale from 0 to 9 where 9 is Excellent and 0 is Failed.

The criteria for the 3 categories is as follows:

- Good - If **all** of the appraisal ratings (deck geometry, underclearances, approach roadway alignment, structural evaluation, and waterway adequacy) are 6 or greater.
- Fair/Satis - If **any** of the appraisal ratings (deck geometry, underclearances, approach roadway alignment, structural evaluation, and waterway adequacy) are 4 or 5.
- Poor - If **any** of the appraisal ratings (deck geometry, underclearances, approach roadway alignment) are 3 or less, **or** if either of the appraisal ratings (structural evaluation or waterway adequacy) are equal to 3. (This is defined as Functionally Obsolete)

If a bridge qualifies in more than one category, it will be placed in the poorest category.

Note that for purposes of the performance measures, bridges that are Poor for both the Structural Condition Rating and the Geometric Rating are only included under the Structural Condition Rating and are not included under Geometric Rating.

## **Load Carrying Capacity Rating**

The Posted Bridges and Load Carrying Capacity Rating measures the load carrying capacity of a bridge, and its ability to carry legal and overweight loads. Each bridge is categorized as HS25, Acceptable, Permit Limitations, or Posted.

The criteria for the 4 categories is as follows:

- HS25 - The inventory rating is equal to or greater than HS25. This means that the bridge meets current design standards.
- Acceptable - The inventory rating is less than HS25, and there are no permit limitations or posted restrictions.
- Permit Limitations - The bridge has permit restrictions for "A", "B", or "C" trucks, and is not posted.
- Posted - The bridge has a posted load rating, or is signed with "Trucks must not meet on bridge".

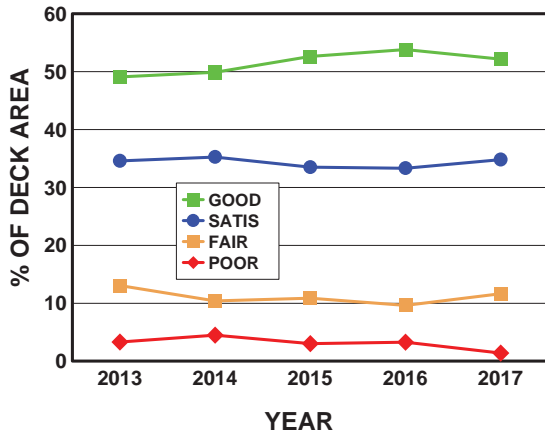
# BRIDGE PERFORMANCE SUMMARY

## TRUNK HIGHWAY PRINCIPAL ARTERIALS

### ALL STRUCTURES OVER 20 FT

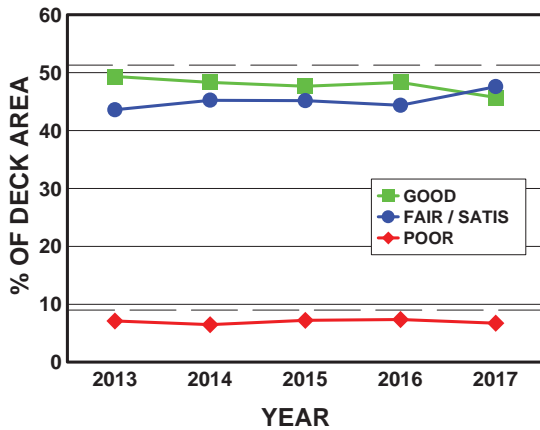
#### 2017

### STRUCTURAL CONDITION



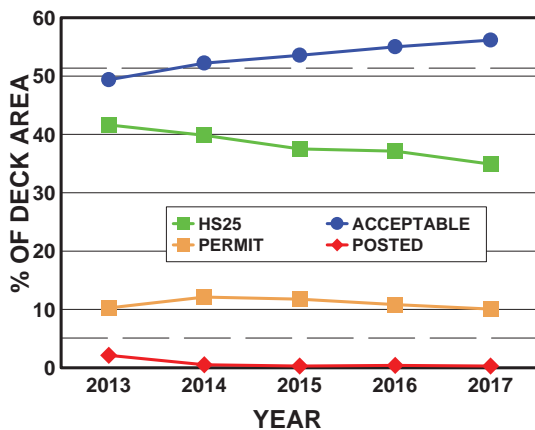
TARGETS	55% GOOD CONDITION					
	2% POOR CONDITION (STRUCTURALLY DEFICIENT)					
MEASURES	CONDITION CODES				APPRAISAL RATINGS	
	DECK	SUPER STRUCTURE	SUB STRUCTURE	CULVERT	STRUCT EVAL	WATERWAY ADEQUACY
	GOOD	≥ 7	≥ 7	≥ 7	≥ 6	≥ 6
POOR	≤ 4	≤ 4	≤ 4	≤ 4	≤ 2	≤ 2
HISTORY		2013	2014	2015	2016	2017
	GOOD	49.1%	49.9%	52.6%	53.8%	52.2%
	SATIS	34.6%	35.2%	33.5%	33.3%	34.8%
	FAIR	13.0%	10.4%	10.9%	9.6%	11.6%
POOR	3.3%	4.5%	3.0%	3.3%	1.4%	
ANALYSIS						

### GEOMETRIC RATING



TARGETS	50% GOOD CONDITION					
	5% POOR CONDITION (FUNCTIONALLY OBSOLETE)					
MEASURES	APPRAISAL RATINGS					
	STRUCTURAL EVALUATION	DECK GEOMETRY	UNDER CLEARANCE	WATERWAY ADEQUACY	APPROACH ALIGNMENT	
	GOOD	≥ 6	≥ 6	≥ 6	≥ 6	
POOR	= 3	≤ 3	≤ 3	= 3	≤ 3	
HISTORY		2013	2014	2015	2016	2017
	GOOD	49.3%	48.3%	47.6%	48.3%	45.7%
	FAIR/SATIS	43.6%	45.2%	45.2%	44.3%	47.6%
	POOR	7.1%	6.5%	7.2%	7.4%	6.7%
ANALYSIS						

### LOAD CAPACITY



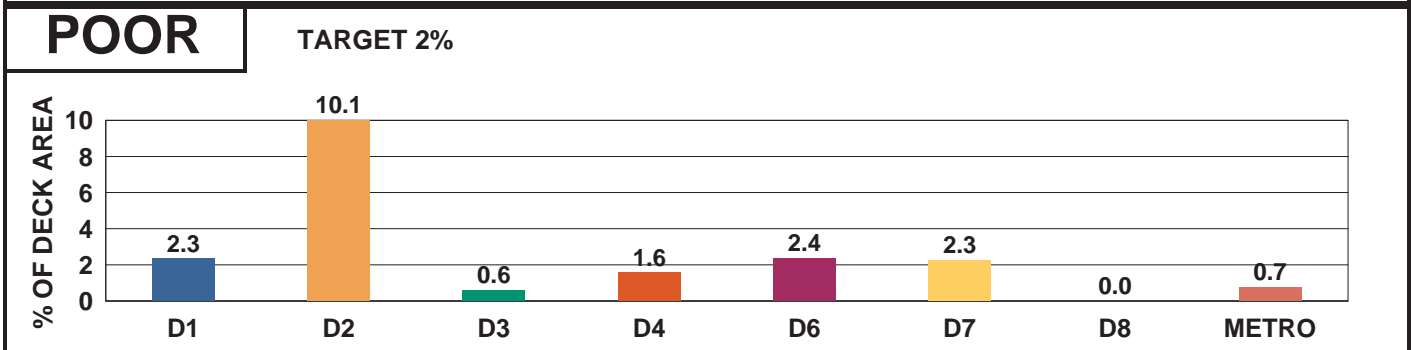
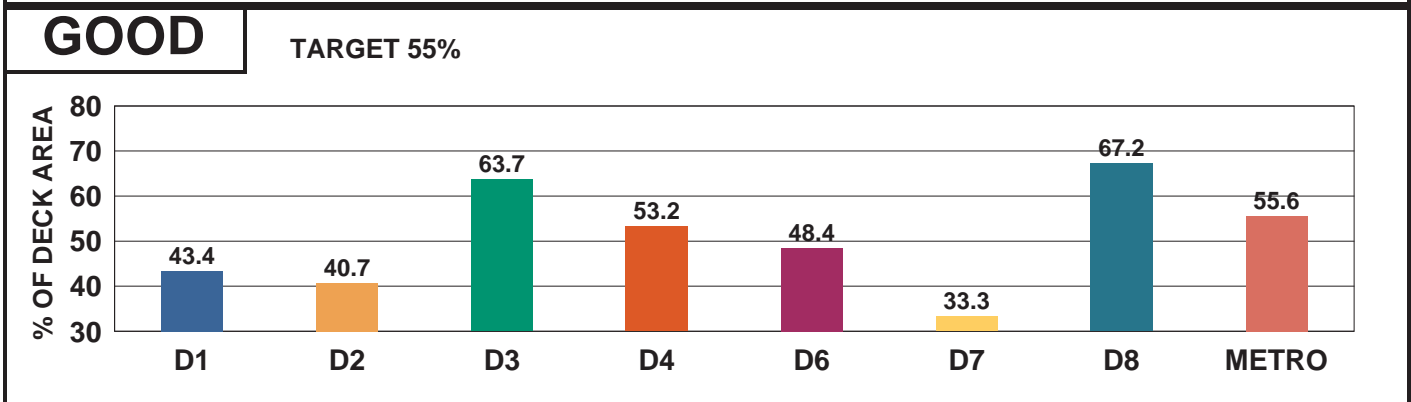
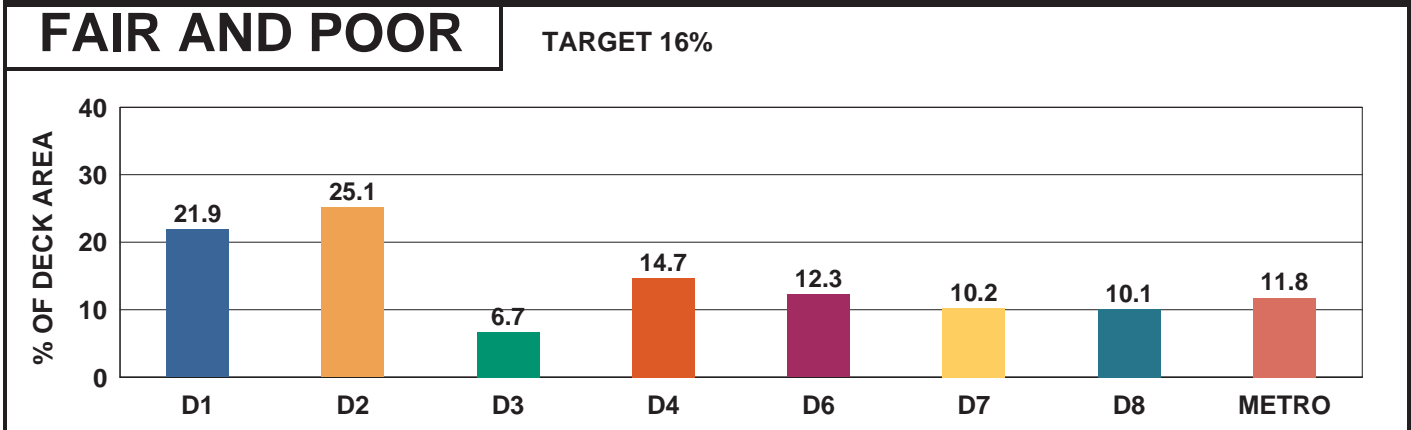
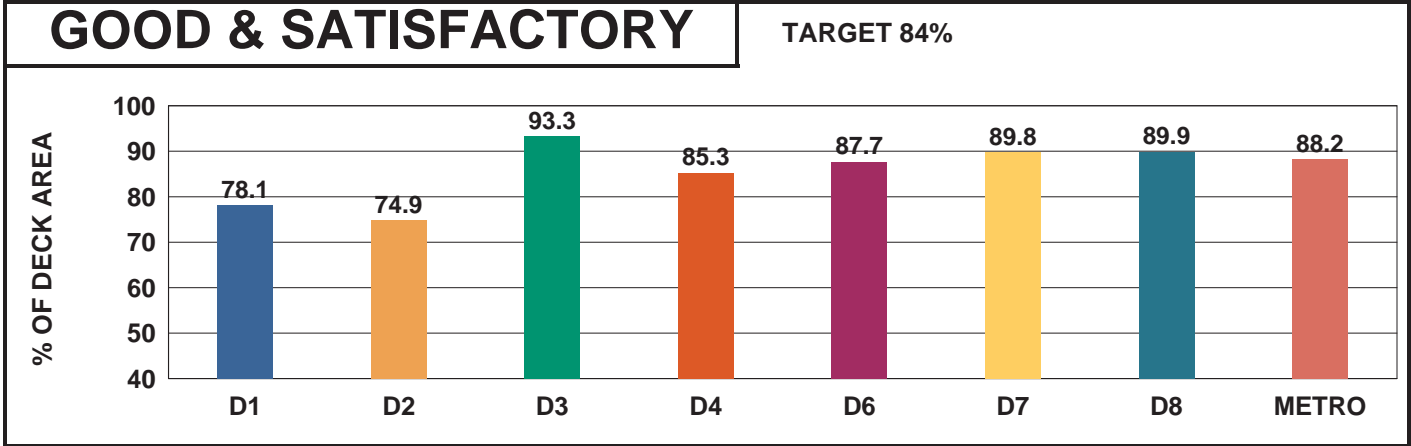
TARGETS	50% HS25 CAPACITY OR GREATER					
	0% POSTED LOAD RESTRICTIONS					
MEASURES	DESCRIPTION					
	HS25	MEETS CURRENT DESIGN STANDARDS				
	ACCEPTABLE	INVENTORY RATING < HS25 WITH NO PERMIT LIMITS OR POSTING				
	PERMIT	PERMIT RESTRICTIONS FOR CERTAIN OVERWEIGHT LOADS				
	POSTED	POSTED LOAD RESTRICTIONS				
HISTORY		2013	2014	2015	2016	2017
	HS25 (GOOD)	40.3%	38.1%	36.4%	35.9%	34.4%
	ACCEPTABLE	47.7%	49.8%	51.9%	53.2%	55.4%
	PERMIT	9.9%	11.6%	11.4%	10.5%	9.9%
	POSTED (POOR)	2.1%	0.5%	0.3%	0.4%	0.3%
ANALYSIS						

# DISTRICT BRIDGE CONDITION SUMMARY

## TRUNK HIGHWAY PRINCIPAL ARTERIALS

### ALL STRUCTURES OVER 20 FT

#### 2017

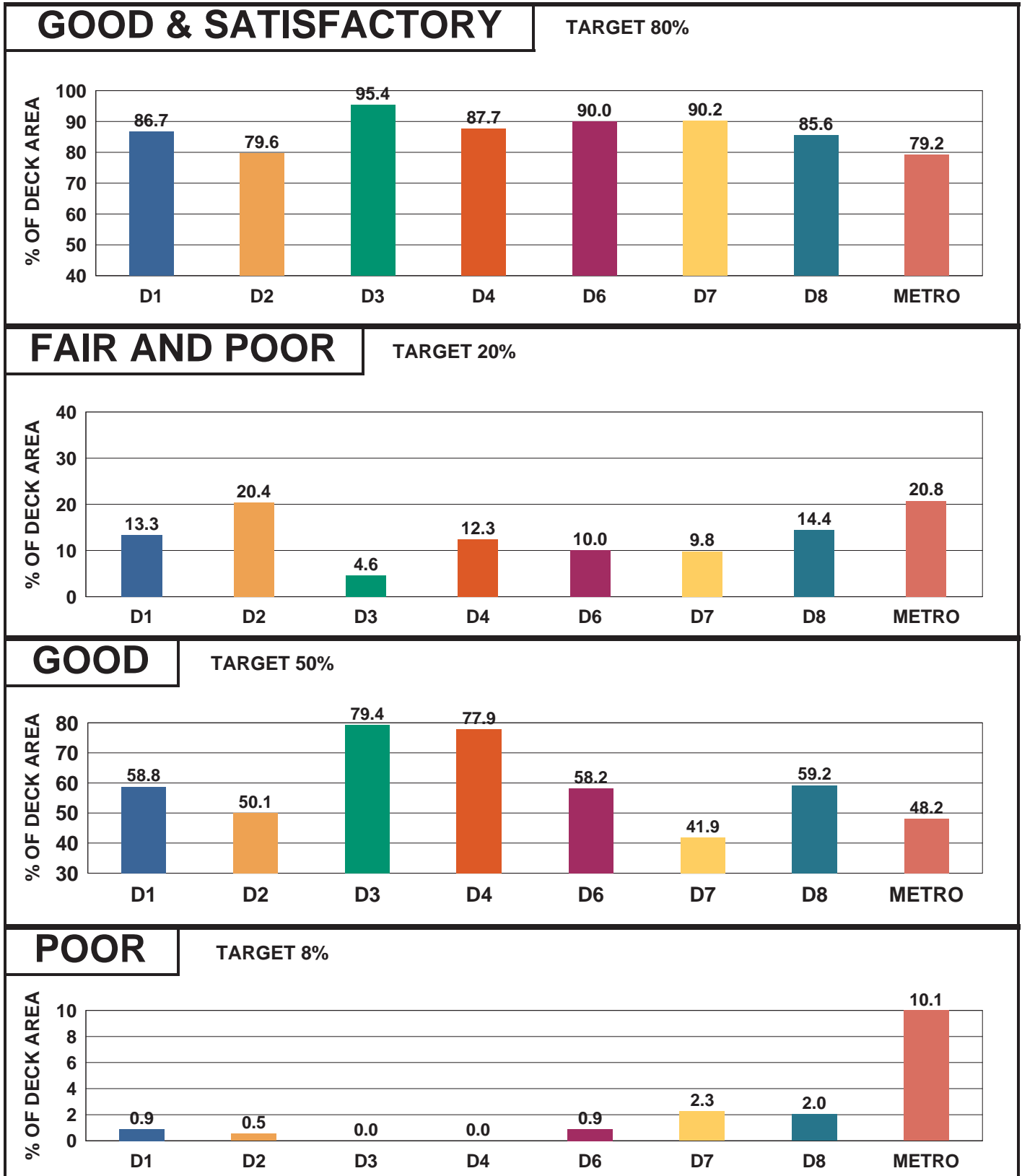


# DISTRICT BRIDGE CONDITION SUMMARY

## TRUNK HIGHWAY NON-PRINCIPAL ARTERIALS

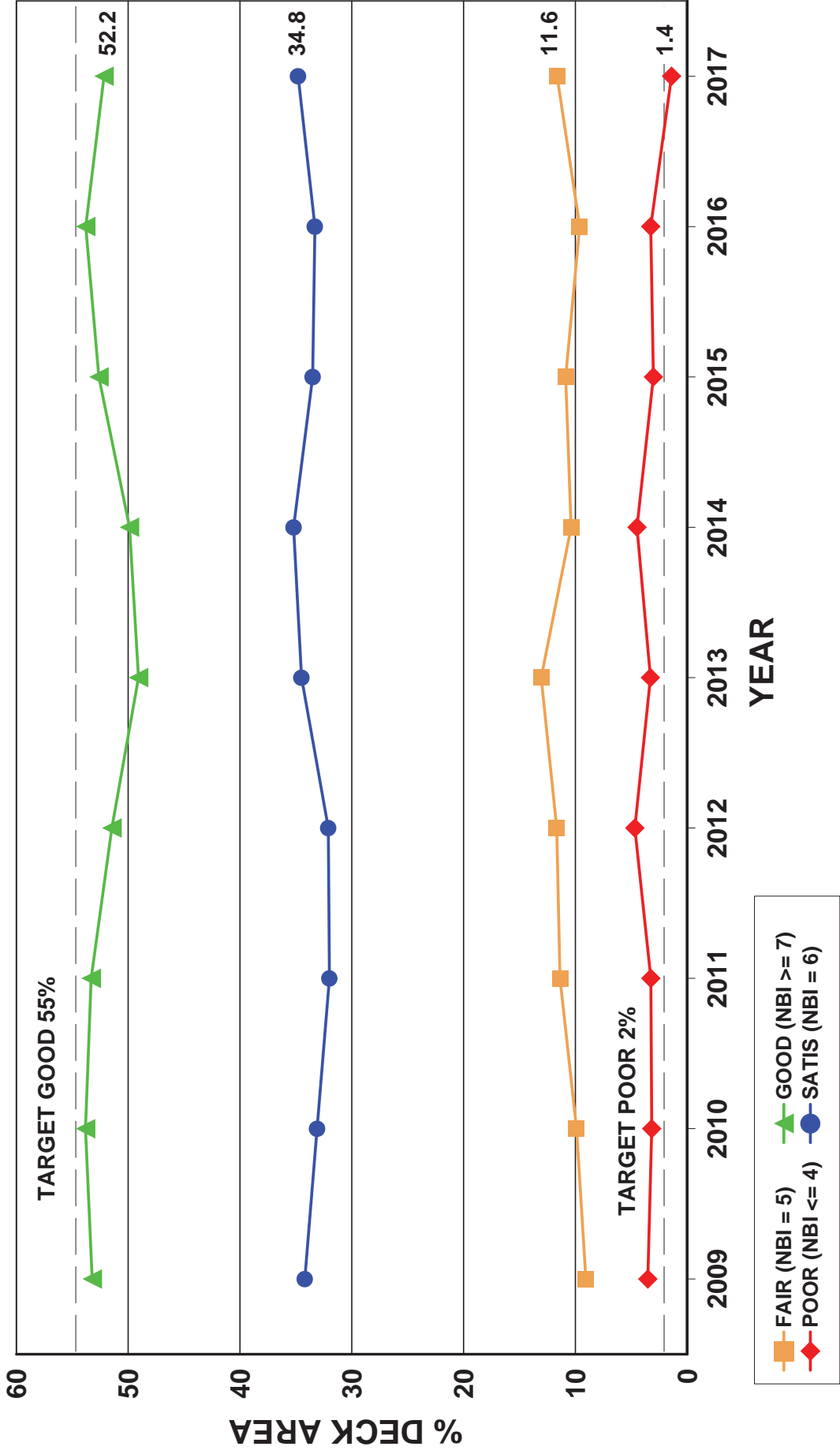
### ALL STRUCTURES OVER 20 FT

### 2017

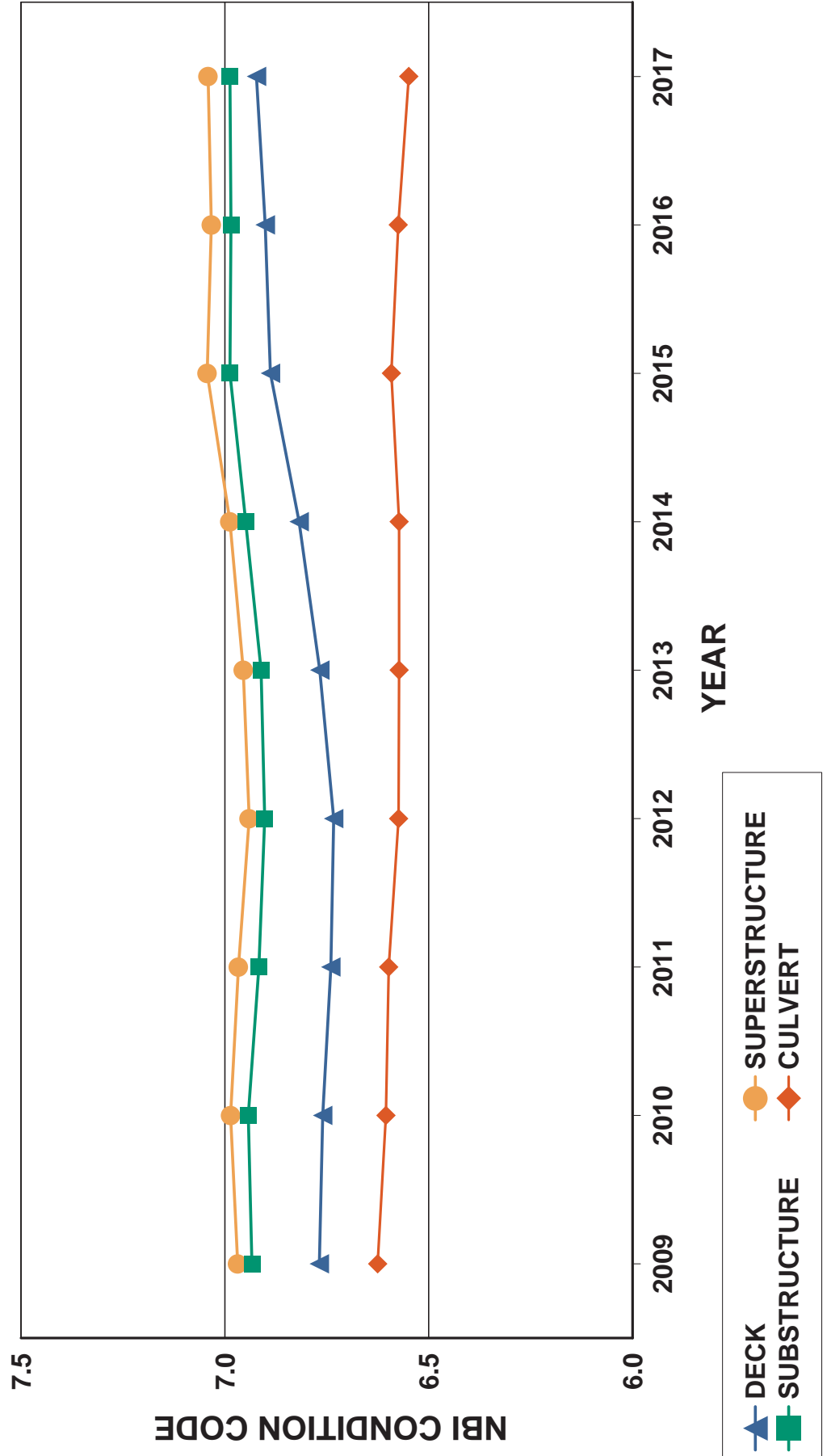




# STATEWIDE BRIDGE CONDITION HISTORY TRUNK HIGHWAY PRINCIPAL ARTERIALS ALL STRUCTURES OVER 20 FT 2017



# STATEWIDE TRUNK HIGHWAY AVERAGE NBI CONDITION CODES ALL STRUCTURES 10 FT AND OVER 2017



# STATEWIDE TRUNK HIGHWAY BRIDGE PERFORMANCE HISTORY ALL STRUCTURES OVER 20 FT 2017

<b>STRUCTURAL CONDITION RATING</b>																	
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL				
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017
<b>GOOD/SATIS</b>	83.6	85.1	86.1	87.1	87.0	>=84%	84.0	84.9	85.0	85.2	85.2	>=80%	83.7	85.1	85.9	86.8	86.7
<b>FAIR/ POOR</b>	16.4	14.9	13.9	12.9	13.0	<=16%	16.0	15.1	15.0	14.8	14.8	<=20%	16.3	14.9	14.1	13.2	13.3
<b>GOOD</b>	49.1	49.9	52.6	53.8	52.2	>=55%	58.3	58.3	60.5	58.4	55.7	>=50%	50.5	51.0	53.7	54.4	52.6
<b>POOR ( SD)</b>	3.3	4.5	3.0	3.3	1.4	<2%	3.1	1.3	3.1	2.9	3.3	<8%	3.3	4.1	3.0	3.2	1.7

<b>GEOMETRIC RATING</b>																	
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL				
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017
<b>GOOD</b>	49.3	48.3	47.6	48.3	45.7	>=50%	57.3	57.2	61.8	62.9	62.0	>=50%	50.5	49.6	49.6	50.4	47.8
<b>FAIR/SATIS</b>	43.6	45.2	45.2	44.3	47.6		33.8	33.8	29.3	28.7	29.1		42.1	43.6	43.0	42.1	45.2
<b>POOR ( FO)</b>	7.1	6.5	7.2	7.4	6.7	<5%	8.9	9.0	8.9	8.4	8.9	<5%	7.4	6.8	7.4	7.5	7.0

<b>LOAD CARRYING CAPACITY RATING</b>																	
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL				
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017
<b>HS25</b>	40.3	38.1	36.4	35.9	34.4	>=50%	38.4	35.8	33.6	33.1	32.9	>=40%	40.0	37.8	36.0	35.5	34.2
<b>ACCEPT</b>	47.7	49.8	51.9	53.2	55.4		52.8	55.2	58.3	59.1	59.5		48.5	50.6	52.8	54.1	55.9
<b>PERMIT</b>	9.9	11.6	11.4	10.5	9.9		8.1	8.4	7.6	7.4	7.3		9.6	11.1	10.9	10.0	9.6
<b>POST/SIGN</b>	2.1	0.5	0.3	0.4	0.3	0%	0.7	0.6	0.5	0.4	0.3	0%	1.9	0.5	0.3	0.4	0.3

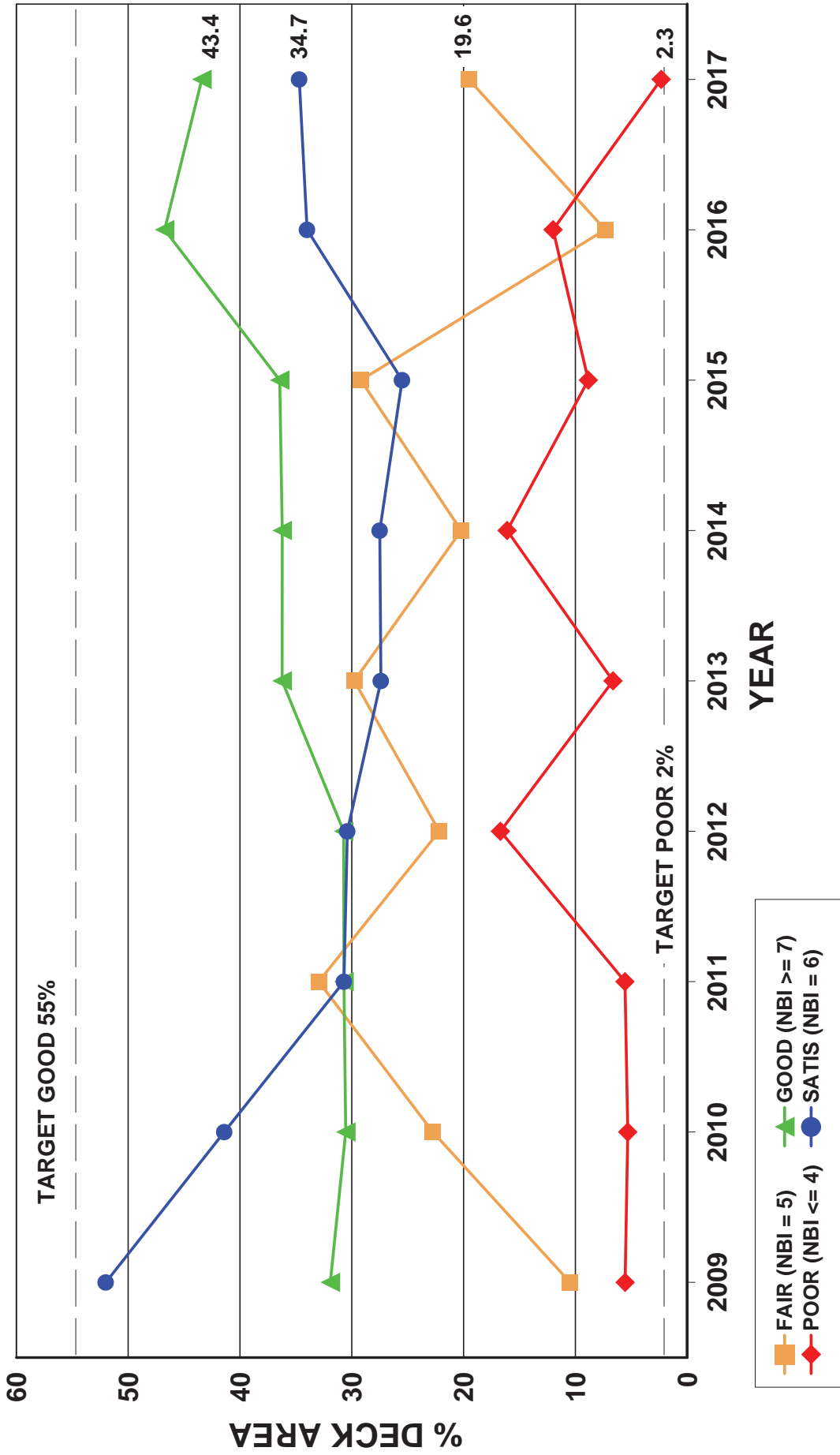
# STATEWIDE TRUNK HIGHWAY BRIDGE PERFORMANCE DETAIL ALL STRUCTURES OVER 20 FT 2017

<b>STRUCTURAL CONDITION RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
<b>GOOD/SATIS</b>	2,316	38,055,786	87.0	>= 84%	887	5,703,888	85.2	>= 80%	3,203	43,759,674	86.7
<b>FAIR/POOR</b>	286	5,710,193	13.0	<= 16%	158	994,297	14.8	<= 20%	444	6,704,491	13.3
<b>TOTAL</b>	2,602	43,765,980	100.0		1,045	6,698,186	100.0		3,647	50,464,165	100.0
<b>GOOD</b>	1,461	22,827,965	52.2	>= 55%	562	3,733,207	55.7	>= 50%	2,023	26,561,172	52.6
<b>POOR ( SD)</b>	41	613,237	1.4	< 2%	12	223,909	3.3	< 8%	53	837,146	1.7

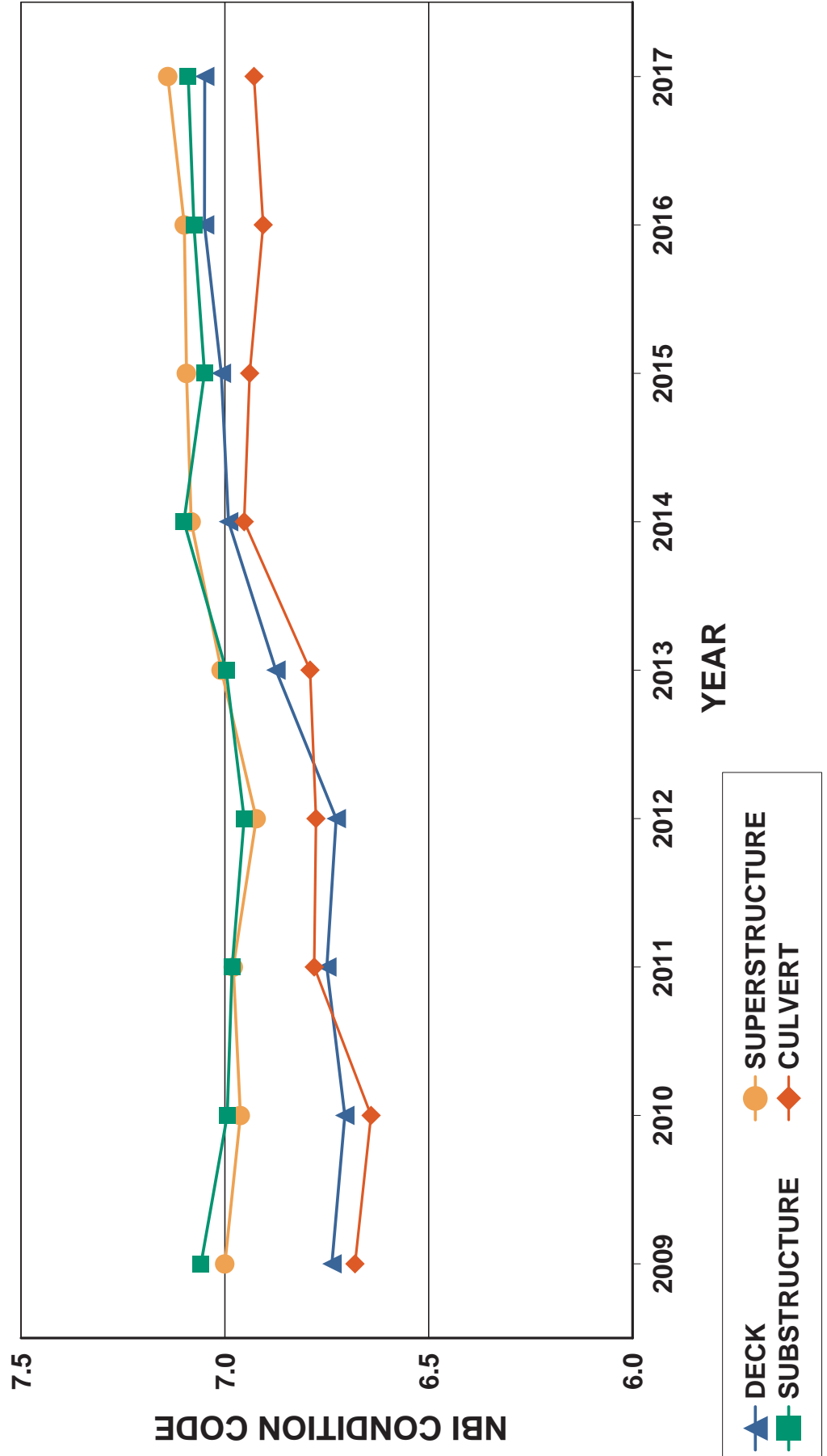
<b>GEOMETRIC RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
<b>GOOD</b>	1,362	19,719,166	45.7	>= 50%	742	4,017,180	62.0	>= 50%	2,104	23,736,346	47.8
<b>FAIR/SATIS</b>	1,031	20,529,667	47.6		273	1,882,594	29.1		1,304	22,412,261	45.2
<b>POOR ( SD)</b>	168	2,903,909	6.7	< 5%	18	574,503	8.9	< 5%	186	3,478,412	7.0
<b>TOTAL</b>	2,561	43,152,743			1,033	6,474,277			3,594	49,627,019	

<b>LOAD CARRYING CAPACITY RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
<b>HS25</b>	838	15,059,618	34.4	>= 50%	263	2,203,653	32.9	>= 40%	1,101	17,263,271	34.2
<b>ACCEPT</b>	1,572	24,236,970	55.4		722	3,989,691	59.5		2,294	28,226,661	55.9
<b>PERMIT</b>	187	4,344,604	9.9		51	487,186	7.3		238	4,831,790	9.6
<b>POST/SIGN</b>	5	124,787	0.3	0%	9	17,655	0.3	0%	14	142,442	0.3
<b>TOTAL</b>	2,602	43,765,979			1,045	6,698,185			3,647	50,464,164	

# DISTRICT 1 BRIDGE CONDITION HISTORY TRUNK HIGHWAY PRINCIPAL ARTERIALS ALL STRUCTURES OVER 20 FT 2017



# DISTRICT 1 TRUNK HIGHWAY AVERAGE NBI CONDITION CODES ALL STRUCTURES 10 FT AND OVER 2017



# DISTRICT 1 TRUNK HIGHWAY BRIDGE PERFORMANCE HISTORY ALL STRUCTURES OVER 20 FT 2017

<b>STRUCTURAL CONDITION RATING</b>																	
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL				
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017
<b>GOOD/SATIS</b>	63.6	63.7	62.0	80.7	78.1	>=84%	81.1	86.2	80.4	80.8	86.7	>=80%	65.5	66.3	64.1	80.7	79.1
<b>FAIR/ POOR</b>	36.4	36.3	38.0	19.3	21.9	<=16%	18.9	13.8	19.6	19.2	13.3	<=20%	34.5	33.7	35.9	19.3	20.9
<b>GOOD</b>	36.2	36.2	36.5	46.7	43.4	>=55%	54.4	58.9	59.6	58.8	58.8	>=50%	38.3	38.8	39.1	48.1	45.2
<b>POOR ( SD)</b>	6.6	16.1	8.8	12.0	2.3	<2%	4.6	3.5	3.1	2.0	0.9	<8%	6.4	14.7	8.2	10.8	2.2

<b>GEOMETRIC RATING</b>																	
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL				
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017
<b>GOOD</b>	43.0	48.1	43.6	47.0	30.6	>=50%	61.6	63.6	63.7	63.4	68.4	>=50%	45.1	50.1	46.0	49.1	35.0
<b>FAIR/SATIS</b>	53.8	47.7	52.6	49.1	65.8		31.6	30.0	29.9	30.4	25.4		51.3	45.4	49.8	46.7	61.1
<b>POOR ( FO)</b>	3.2	4.2	3.8	3.9	3.6	<5%	6.8	6.4	6.4	6.2	6.2	<5%	3.6	4.5	4.2	4.2	3.9

<b>LOAD CARRYING CAPACITY RATING</b>																	
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL				
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017
<b>HS25</b>	21.8	21.0	20.9	20.8	19.6	>=50%	36.3	35.6	35.6	34.5	33.3	>=40%	23.4	22.6	22.6	22.4	21.2
<b>ACCEPT</b>	44.1	41.7	41.9	42.3	43.6		51.1	53.8	54.2	55.6	58.6		44.9	43.2	43.3	43.8	45.3
<b>PERMIT</b>	23.9	37.3	37.2	36.9	36.8		10.1	9.6	9.2	9.0	8.1		22.4	34.1	34.0	33.7	33.5
<b>POST/SIGN</b>	10.2	0.0	0.0	0.0	0.0	0%	2.5	1.0	1.0	0.9	0.0	0%	9.3	0.1	0.1	0.1	0.0

# DISTRICT 1 TRUNK HIGHWAY BRIDGE PERFORMANCE DETAIL ALL STRUCTURES OVER 20 FT 2017

<b>STRUCTURAL CONDITION RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
<b>GOOD/SATIS</b>	267	4,641,817	78.1	>= 84%	102	668,047	86.7	>= 80%	369	5,309,864	79.1
<b>FAIR/POOR</b>	53	1,300,504	21.9	<= 16%	13	102,526	13.3	<= 20%	66	1,403,030	20.9
<b>TOTAL</b>	320	5,942,320	100.0		115	770,573	100.0		435	6,712,894	100.0
<b>GOOD</b>	169	2,579,393	43.4	>= 55%	75	452,989	58.8	>= 50%	244	3,032,383	45.2
<b>POOR ( SD)</b>	11	138,412	2.3	< 2%	1	6,852	0.9	< 8%	12	145,264	2.2

<b>GEOMETRIC RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
<b>GOOD</b>	170	1,778,703	30.6	>= 50%	83	522,511	68.4	>= 50%	253	2,301,214	35.0
<b>FAIR/SATIS</b>	125	3,815,029	65.8		30	193,992	25.4		155	4,009,021	61.1
<b>POOR ( SD)</b>	14	210,177	3.6	< 5%	1	47,218	6.2	< 5%	15	257,395	3.9
<b>TOTAL</b>	309	5,803,908			114	763,721			423	6,567,630	

<b>LOAD CARRYING CAPACITY RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
<b>HS25</b>	77	1,165,482	19.6	>= 50%	26	256,371	33.3	>= 40%	103	1,421,853	21.2
<b>ACCEPT</b>	194	2,588,436	43.6		83	451,836	58.6		277	3,040,272	45.3
<b>PERMIT</b>	49	2,188,403	36.8		6	62,366	8.1		55	2,250,769	33.5
<b>POST/SIGN</b>	0	0	0.0	0%	0	0	0.0	0%	0	0	0.0
<b>TOTAL</b>	320	5,942,321			115	770,573			435	6,712,894	



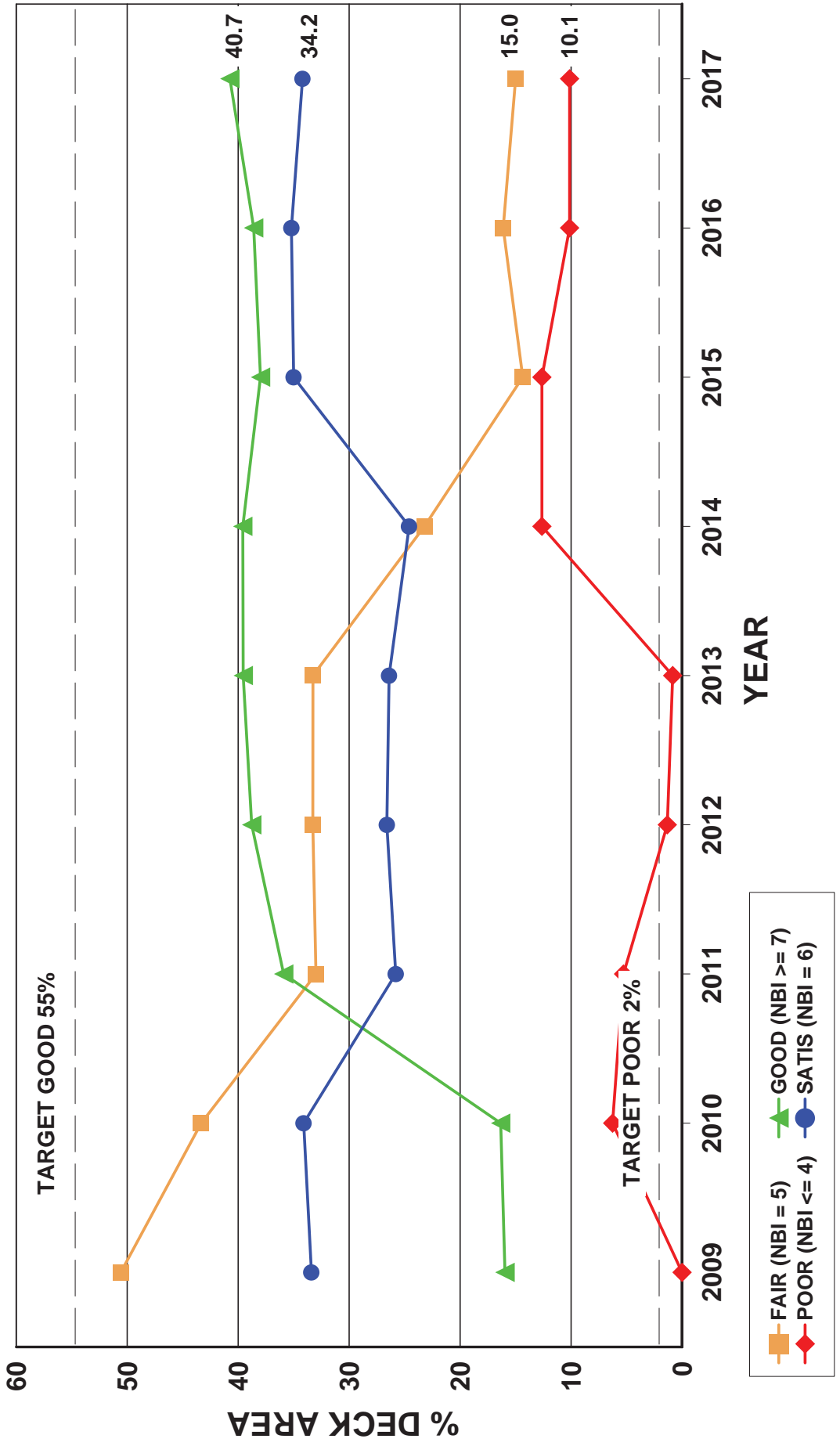
# DISTRICT 1 DEFICIENT BRIDGE LIST

## ALL STRUCTURES OVER 20 FT

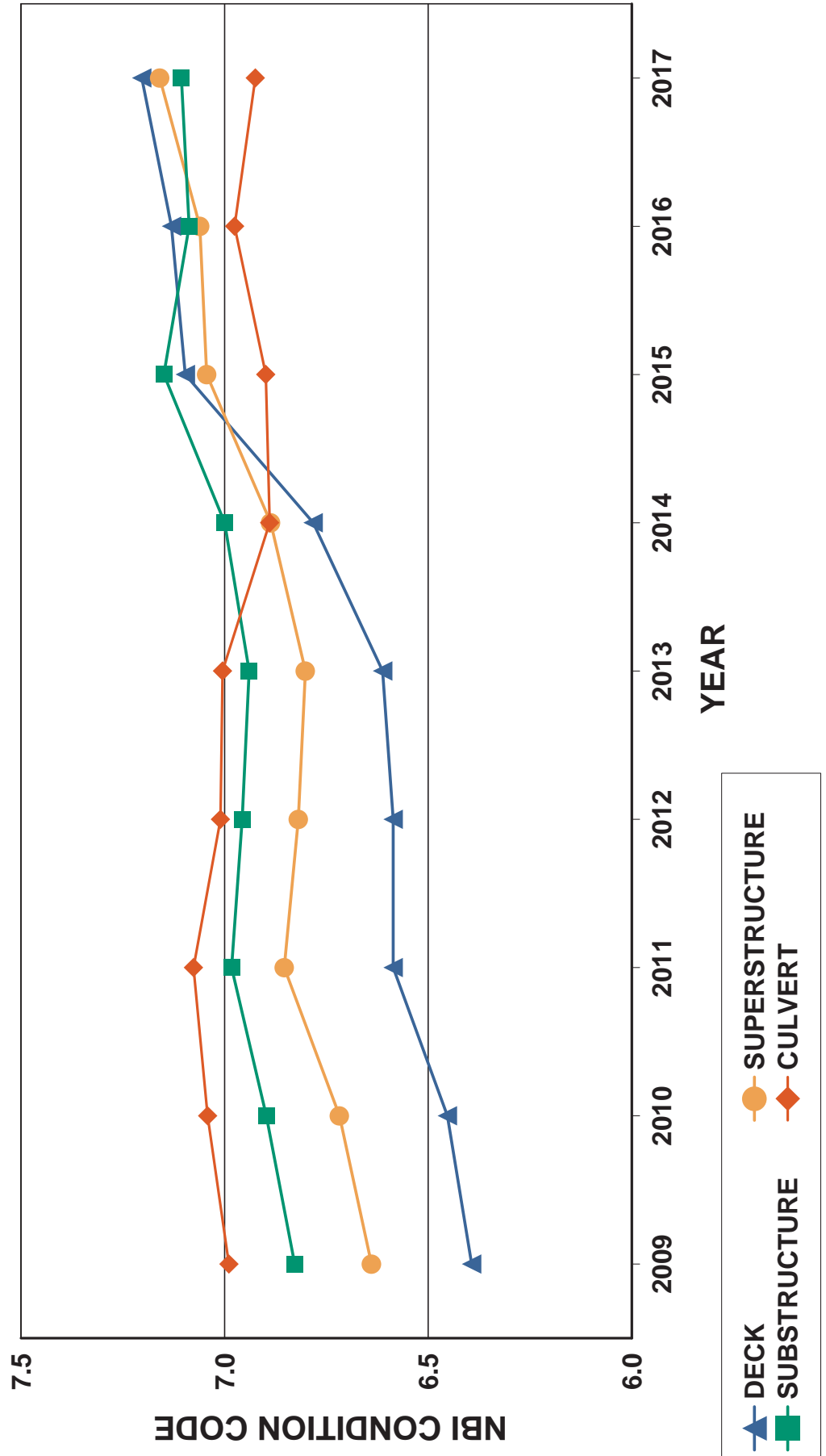
### 2017

			STRUCTURALLY DEFICIENT						FUNCTIONALLY OBSOLETE				
BRIDGE NO	DECK AREA	STRUCT TYPE	DECK	SUPER	SUB	CULV	STR EVAL	WAT ADEQ	DECK GEOM	UNDR CLR	APPR ALIGN	STR EVAL	WAT ADEQ
3589	4,740	CULV	N	N	N	4	4	8					
6294	0	CULV	N	N	N	4	4	8					
9002	7,887	CULV	N	N	N	4	4	8					
9493	5,558	BRIDGE	6	7	4	N	4	N					
9494	5,558	BRIDGE	7	7	4	N	4	N					
09824	13,256	BRIDGE	4	6	7	N	6	N					
31001	6,852	BRIDGE	5	4	5	N	4	7					
69004	6,905	BRIDGE	4	6	5	N	5	N					
69005	9,683	BRIDGE	5	6	4	N	4	N					
69035	18,405	BRIDGE	5	5	4	N	4	N					
69082	6,798	BRIDGE	7	5	4	N	4	N					
69802C	58,567	BRIDGE	7	4	6	N	4	N					
6544	47,218	BRIDGE							2	N	3	5	8
9468	9,535	BRIDGE							3	7	8	6	N
31004	2,765	BRIDGE							5	3	7	6	N
69801H	8,985	BRIDGE							3	3	8	7	N
69808A	13,569	BRIDGE							6	3	8	5	N
69824	36,754	BRIDGE							5	3	8	5	N
69826	8,175	BRIDGE							4	3	8	7	N
69827	7,048	BRIDGE							5	3	8	6	N
69834	12,327	BRIDGE							2	5	8	6	N
69839	10,700	BRIDGE							3	4	8	5	N
69870	39,294	BRIDGE							2	3	7	7	8
69882A	7,746	BRIDGE							3	N	8	7	N
69882B	5,803	BRIDGE							2	N	8	7	N
69887A	15,916	BRIDGE							3	N	8	6	N
90249	31,560	BRIDGE							2	N	5	5	8
<b>DEFICIENT SUMMARY</b>			<b>STRUCTURALLY DEFICIENT SUMMARY</b>						<b>FUNCTIONALLY OBSOLETE SUMMARY</b>				
<b>APR. 2016 TOTAL DEF 29</b>			<b>APR. 2016 TOTAL SD 14</b>						<b>APR. 2016 TOTAL FO 15</b>				
DEF REPL/REM IN 2016 8			SD REPL/REM IN 2016 6						FO REPL/REM IN 2016 2				
BECAME DEF IN 2016 6			BECAME SD IN 2016 4						BECAME FO IN 2016 2				
<b>APR. 2017 TOTAL DEF 27</b>			<b>APR. 2017 TOTAL SD 12</b>						<b>APR. 2017 TOTAL FO 15</b>				

# DISTRICT 2 BRIDGE CONDITION HISTORY TRUNK HIGHWAY PRINCIPAL ARTERIALS ALL STRUCTURES OVER 20 FT 2017



# DISTRICT 2 TRUNK HIGHWAY AVERAGE NBI CONDITION CODES ALL STRUCTURES 10 FT AND OVER 2017



# DISTRICT 2 TRUNK HIGHWAY BRIDGE PERFORMANCE HISTORY ALL STRUCTURES OVER 20 FT 2017

<b>STRUCTURAL CONDITION RATING</b>																	
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL				
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017
<b>GOOD/SATIS</b>	65.9	64.1	73.0	73.7	74.9	>=84%	77.8	77.2	78.8	77.6	79.6	>=80%	72.4	71.3	76.2	75.9	77.5
<b>FAIR/ POOR</b>	34.1	35.9	27.0	26.3	25.1	<=16%	22.2	22.8	21.2	22.4	20.4	<=20%	27.6	28.7	23.8	24.1	22.5
<b>GOOD</b>	39.5	39.6	38.0	38.6	40.7	>=55%	41.4	46.1	47.7	47.1	50.1	>=50%	40.6	43.1	43.3	43.3	45.8
<b>POOR ( SD)</b>	0.8	12.6	12.6	10.1	10.1	<2%	4.1	1.8	1.4	1.5	0.5	<8%	2.6	6.7	6.5	5.4	4.9

<b>GEOMETRIC RATING</b>																	
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL				
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017
<b>GOOD</b>	66.8	73.8	76.6	72.5	73.8	>=50%	68.2	65.7	67.1	66.2	66.6	>=50%	67.6	69.2	71.1	68.9	69.7
<b>FAIR/SATIS</b>	30.0	22.6	19.8	22.4	16.4		31.3	33.8	32.4	33.3	33.4		30.7	29.0	27.1	28.6	26.1
<b>POOR ( FO)</b>	3.2	3.6	3.6	5.1	9.8	<5%	0.5	0.5	0.5	0.5	0.0	<5%	1.7	1.8	1.8	2.5	4.2

<b>LOAD CARRYING CAPACITY RATING</b>																	
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL				
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017
<b>HS25</b>	32.6	28.4	28.4	28.1	28.1	>=50%	28.2	27.8	27.8	27.0	26.2	>=40%	30.2	28.1	28.0	27.5	27.0
<b>ACCEPT</b>	52.4	55.6	57.1	57.5	57.5		46.7	48.6	49.4	50.5	51.3		49.3	51.7	53.0	53.7	54.2
<b>PERMIT</b>	15.0	14.5	14.5	14.4	14.4		25.1	23.6	22.8	22.5	22.5		20.5	19.5	19.0	18.8	18.8
<b>POST/SIGN</b>	0.0	1.5	0.0	0.0	0.0	0%	0.0	0.0	0.0	0.0	0.0	0%	0.0	0.7	0.0	0.0	0.0

# DISTRICT 2 TRUNK HIGHWAY BRIDGE PERFORMANCE DETAIL ALL STRUCTURES OVER 20 FT 2017

<b>STRUCTURAL CONDITION RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
GOOD/SATIS	53	604,946	74.9	>= 84%	120	775,415	79.6	>= 80%	173	1,380,361	77.5
FAIR/POOR	13	203,264	25.1	<= 16%	26	198,148	20.4	<= 20%	39	401,413	22.5
TOTAL	66	808,210	100.0		146	973,564	100.0		212	1,781,774	100.0
GOOD	25	329,337	40.7	>= 55%	87	487,599	50.1	>= 50%	112	816,936	45.8
POOR ( SD)	1	81,965	10.1	< 2%	2	5,157	0.5	< 8%	3	87,122	4.9

<b>GEOMETRIC RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
GOOD	47	535,733	73.8	>= 50%	115	644,926	66.6	>= 50%	162	1,180,659	69.7
FAIR/SATIS	15	119,229	16.4		29	323,481	33.4		44	442,710	26.1
POOR ( SD)	3	71,283	9.8	< 5%	0	0	0.0	< 5%	3	71,283	4.2
TOTAL	65	726,245			144	968,407			209	1,694,652	

<b>LOAD CARRYING CAPACITY RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
HS25	19	226,890	28.1	>= 50%	41	254,929	26.2	>= 40%	60	481,819	27.0
ACCEPT	45	465,302	57.5		98	499,659	51.3		143	964,961	54.2
PERMIT	2	116,018	14.4		7	218,976	22.5		9	334,994	18.8
POST/SIGN	0	0	0.0	0%	0	0	0.0	0%	0	0	0.0
TOTAL	66	808,210			146	973,564			212	1,781,774	

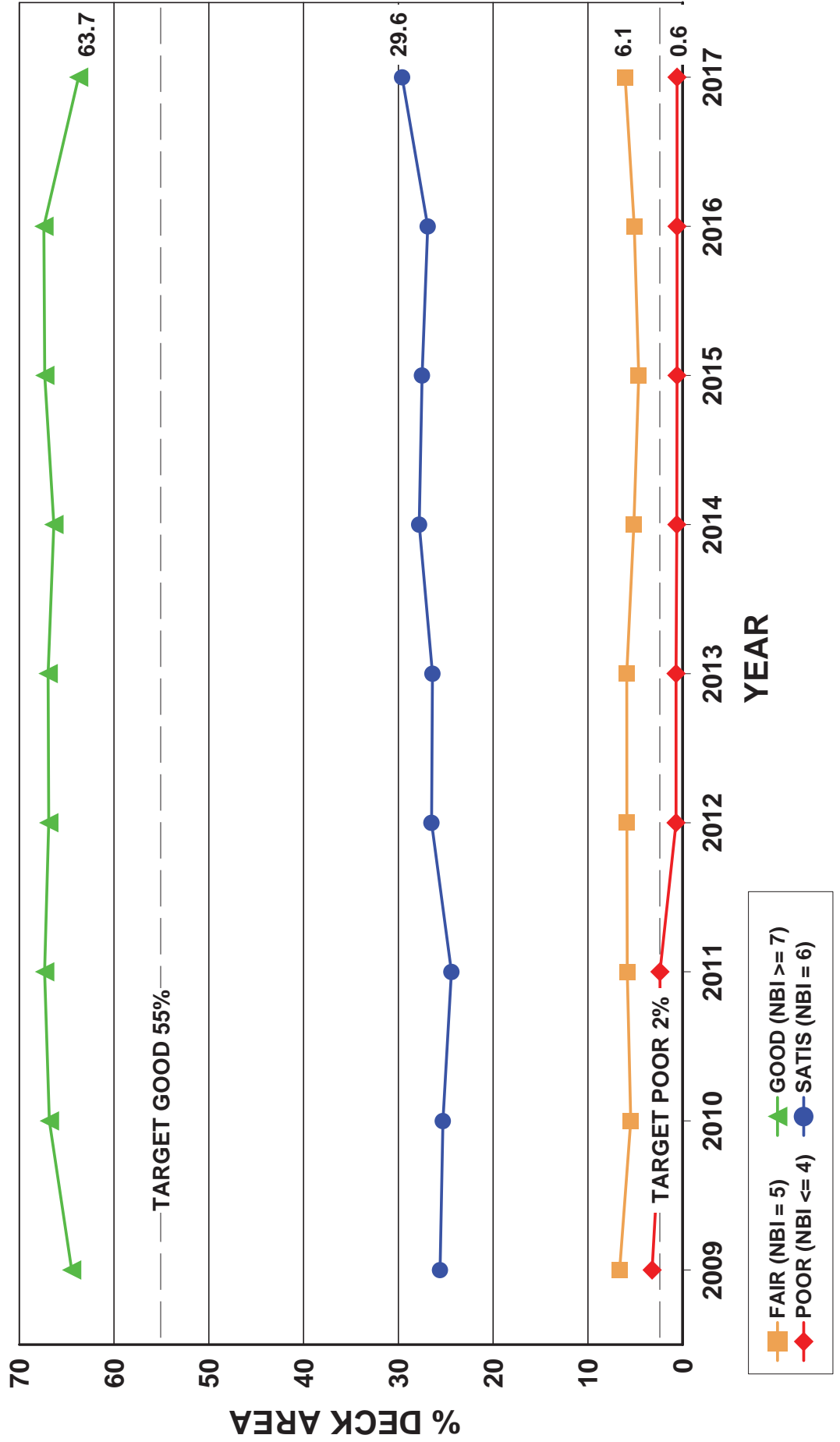
# DISTRICT 2 DEFICIENT BRIDGE LIST

## ALL STRUCTURES OVER 20 FT

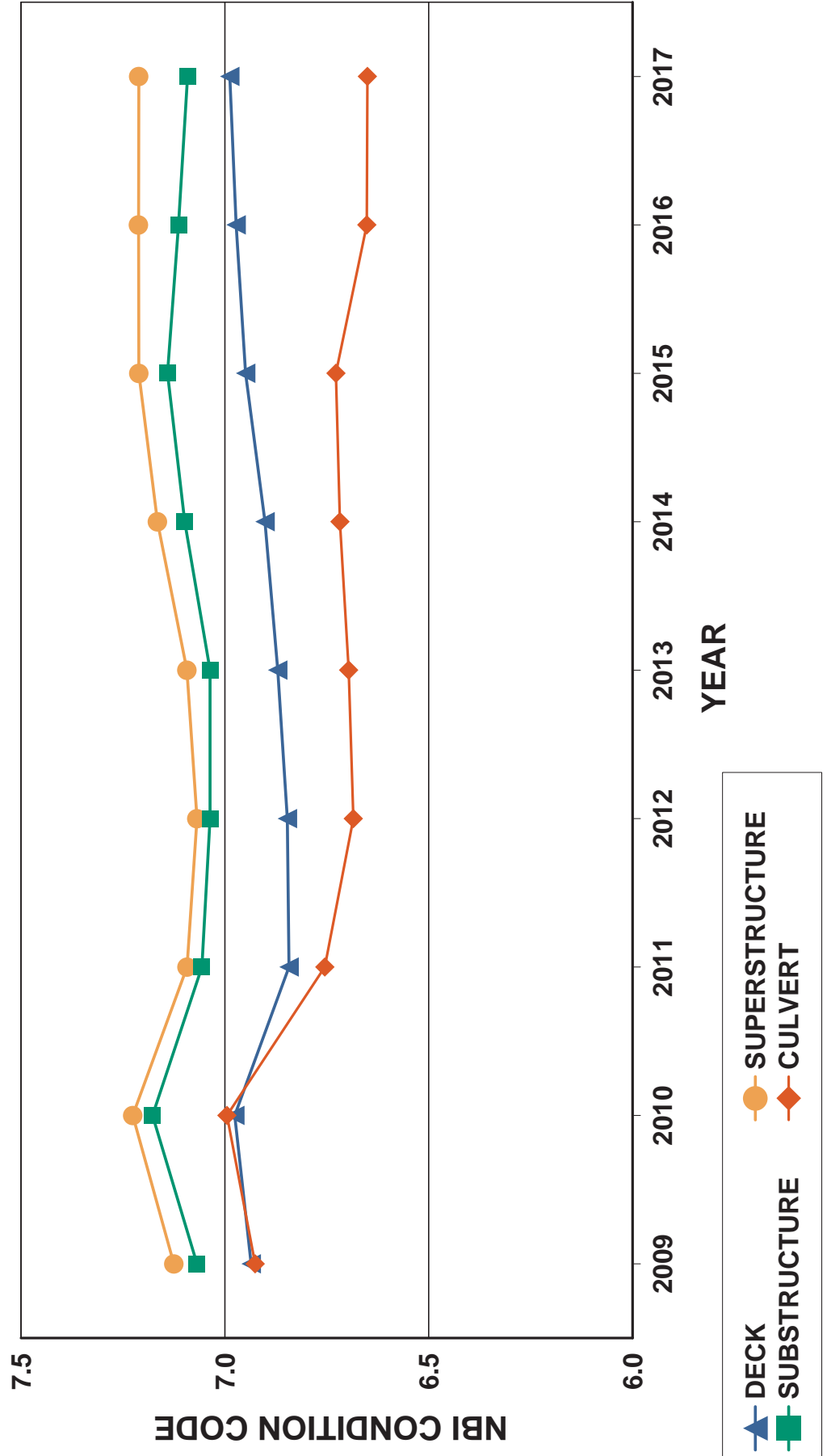
### 2017

			STRUCTURALLY DEFICIENT						FUNCTIONALLY OBSOLETE				
BRIDGE NO	DECK AREA	STRUCT TYPE	DECK	SUPER	SUB	CULV	STR EVAL	WAT ADEQ	DECK GEOM	UNDR CLR	APPR ALIGN	STR EVAL	WAT ADEQ
6256	0	CULV	N	N	N	4	4	7					
9090	81,965	BRIDGE	5	6	4	N	4	6					
35508	3,542	BRIDGE	5	4	6	N	4	8					
4700	24,887	BRIDGE							5	N	6	4	3
9412	34,053	BRIDGE							4	N	3	5	8
04023	12,343	BRIDGE							3	5	8	6	N
DEFICIENT SUMMARY			STRUCTURALLY DEFICIENT SUMMARY						FUNCTIONALLY OBSOLETE SUMMARY				
<b>APR. 2016 TOTAL DEF</b>			<b>APR. 2016 TOTAL SD</b>						<b>APR. 2016 TOTAL FO</b>				
8			5						3				
DEF REPL/REM IN 2016			SD REPL/REM IN 2016						FO REPL/REM IN 2016				
3			2						1				
BECAME DEF IN 2016			BECAME SD IN 2016						BECAME FO IN 2016				
1			0						1				
<b>APR. 2017 TOTAL DEF</b>			<b>APR. 2017 TOTAL SD</b>						<b>APR. 2017 TOTAL FO</b>				
6			3						3				

# DISTRICT 3 BRIDGE CONDITION HISTORY TRUNK HIGHWAY PRINCIPAL ARTERIALS ALL STRUCTURES OVER 20 FT 2017



# DISTRICT 3 TRUNK HIGHWAY AVERAGE NBI CONDITION CODES ALL STRUCTURES 10 FT AND OVER 2017





# DISTRICT 3 TRUNK HIGHWAY BRIDGE PERFORMANCE HISTORY ALL STRUCTURES OVER 20 FT 2017

<b>STRUCTURAL CONDITION RATING</b>																	
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL				
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017
<b>GOOD/SATIS</b>	93.4	94.2	94.7	94.3	93.3	>=84%	96.1	95.4	95.3	97.1	95.4	>=80%	94.0	94.4	94.8	94.6	93.6
<b>FAIR/ POOR</b>	6.6	5.8	5.3	5.7	6.7	<=16%	3.9	4.6	4.7	2.9	4.6	<=20%	6.0	5.6	5.2	5.4	6.4
<b>GOOD</b>	67.0	66.4	67.3	67.4	63.7	>=55%	75.3	80.3	79.7	80.7	79.4	>=50%	68.8	68.1	68.8	69.0	65.6
<b>POOR ( SD)</b>	0.7	0.6	0.6	0.6	0.6	<2%	0.0	0.0	0.0	0.0	0.0	<8%	0.6	0.5	0.5	0.5	0.5

<b>GEOMETRIC RATING</b>																	
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL				
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017
<b>GOOD</b>	71.4	71.5	70.7	70.0	70.9	>=50%	74.9	81.5	80.9	82.6	82.5	>=50%	72.2	72.7	71.9	71.5	72.3
<b>FAIR/SATIS</b>	26.1	26.3	27.2	27.9	27.0		24.9	18.2	18.8	17.1	17.2		25.8	25.4	26.2	26.6	25.9
<b>POOR ( FO)</b>	2.5	2.2	2.1	2.1	2.1	<5%	0.2	0.3	0.3	0.3	0.3	<5%	2.0	1.9	1.9	1.9	1.8

<b>LOAD CARRYING CAPACITY RATING</b>																	
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL				
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017
<b>HS25</b>	39.7	38.9	37.6	37.3	33.6	>=50%	47.1	44.7	44.0	43.8	39.1	>=40%	41.3	39.6	38.3	38.0	34.3
<b>ACCEPT</b>	57.4	58.1	59.5	59.8	63.5		51.2	52.4	54.1	55.7	60.4		56.0	57.4	58.9	59.3	63.1
<b>PERMIT</b>	2.9	3.0	2.9	2.9	2.9		1.4	2.4	1.4	0.3	0.3		2.6	2.9	2.7	2.6	2.6
<b>POST/SIGN</b>	0.0	0.0	0.0	0.0	0.0	0%	0.3	0.5	0.5	0.2	0.2	0%	0.1	0.1	0.1	0.1	0.0

# DISTRICT 3 TRUNK HIGHWAY BRIDGE PERFORMANCE DETAIL ALL STRUCTURES OVER 20 FT 2017

<b>STRUCTURAL CONDITION RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
GOOD/SATIS	246	2,810,159	93.3	>= 84%	77	389,539	95.4	>= 80%	323	3,199,699	93.6
FAIR/POOR	16	200,978	6.7	<= 16%	8	18,808	4.6	<= 20%	24	219,786	6.4
<b>TOTAL</b>	<b>262</b>	<b>3,011,138</b>	<b>100.0</b>		<b>85</b>	<b>408,347</b>	<b>100.0</b>		<b>347</b>	<b>3,419,485</b>	<b>100.0</b>
GOOD	166	1,919,227	63.7	>= 55%	55	324,041	79.4	>= 50%	221	2,243,268	65.6
POOR ( SD)	2	18,055	0.6	< 2%	0	0	0.0	< 8%	2	18,055	0.5

<b>GEOMETRIC RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
GOOD	202	2,122,231	70.9	>= 50%	68	336,690	82.5	>= 50%	270	2,458,922	72.3
FAIR/SATIS	55	809,204	27.0		16	70,388	17.2		71	879,592	25.9
POOR ( SD)	3	61,647	2.1	< 5%	1	1,269	0.3	< 5%	4	62,916	1.8
<b>TOTAL</b>	<b>260</b>	<b>2,993,082</b>			<b>85</b>	<b>408,347</b>			<b>345</b>	<b>3,401,430</b>	

<b>LOAD CARRYING CAPACITY RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
HS25	86	1,011,836	33.6	>= 50%	29	159,800	39.1	>= 40%	115	1,171,636	34.3
ACCEPT	171	1,912,412	63.5		54	246,329	60.4		225	2,158,741	63.1
PERMIT	5	86,890	2.9		1	1,269	0.3		6	88,159	2.6
POST/SIGN	0	0	0.0	0%	1	949	0.2	0%	1	949	0.0
<b>TOTAL</b>	<b>262</b>	<b>3,011,138</b>			<b>85</b>	<b>408,347</b>			<b>347</b>	<b>3,419,485</b>	

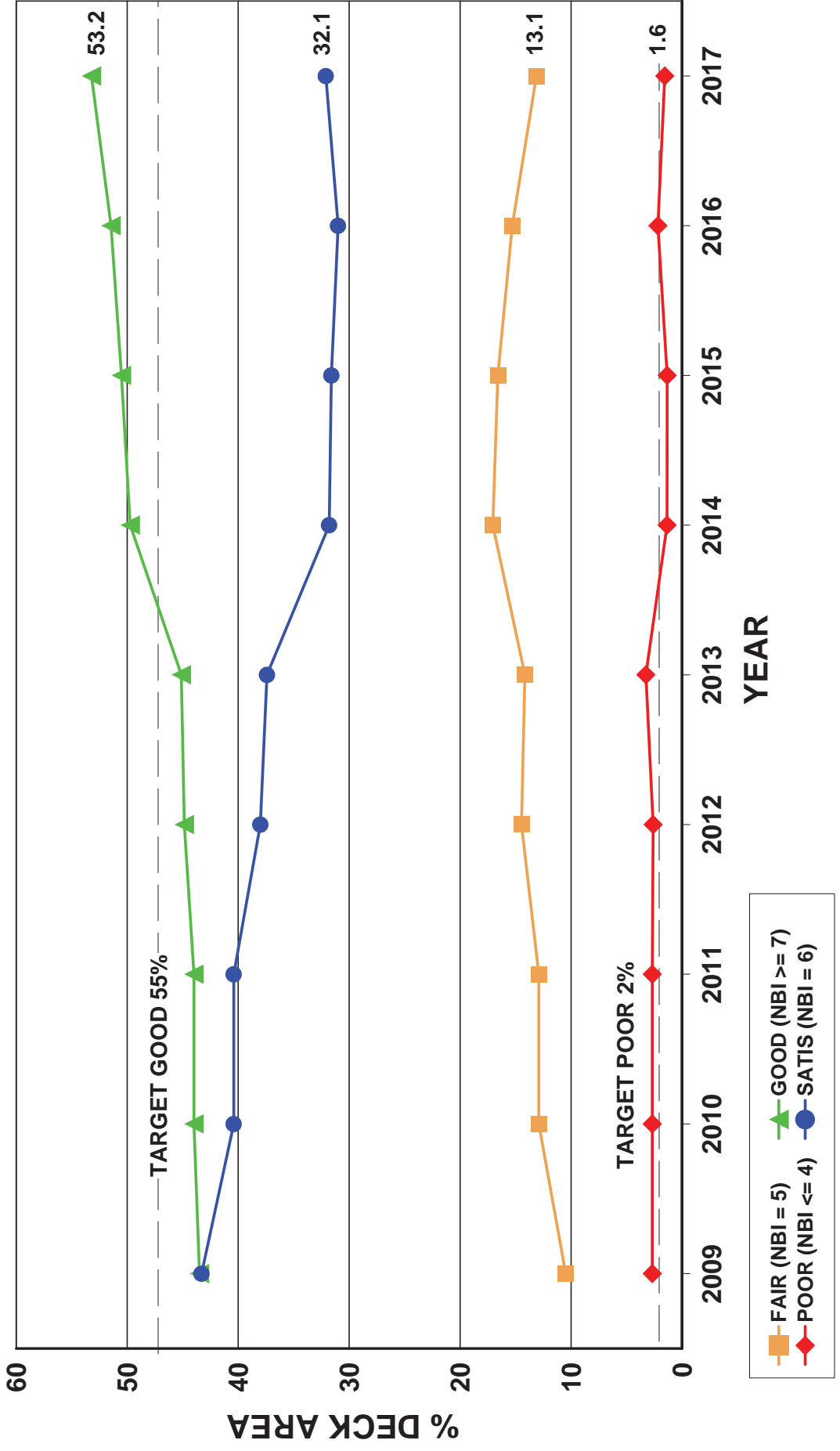
# DISTRICT 3 DEFICIENT BRIDGE LIST

## ALL STRUCTURES OVER 20 FT

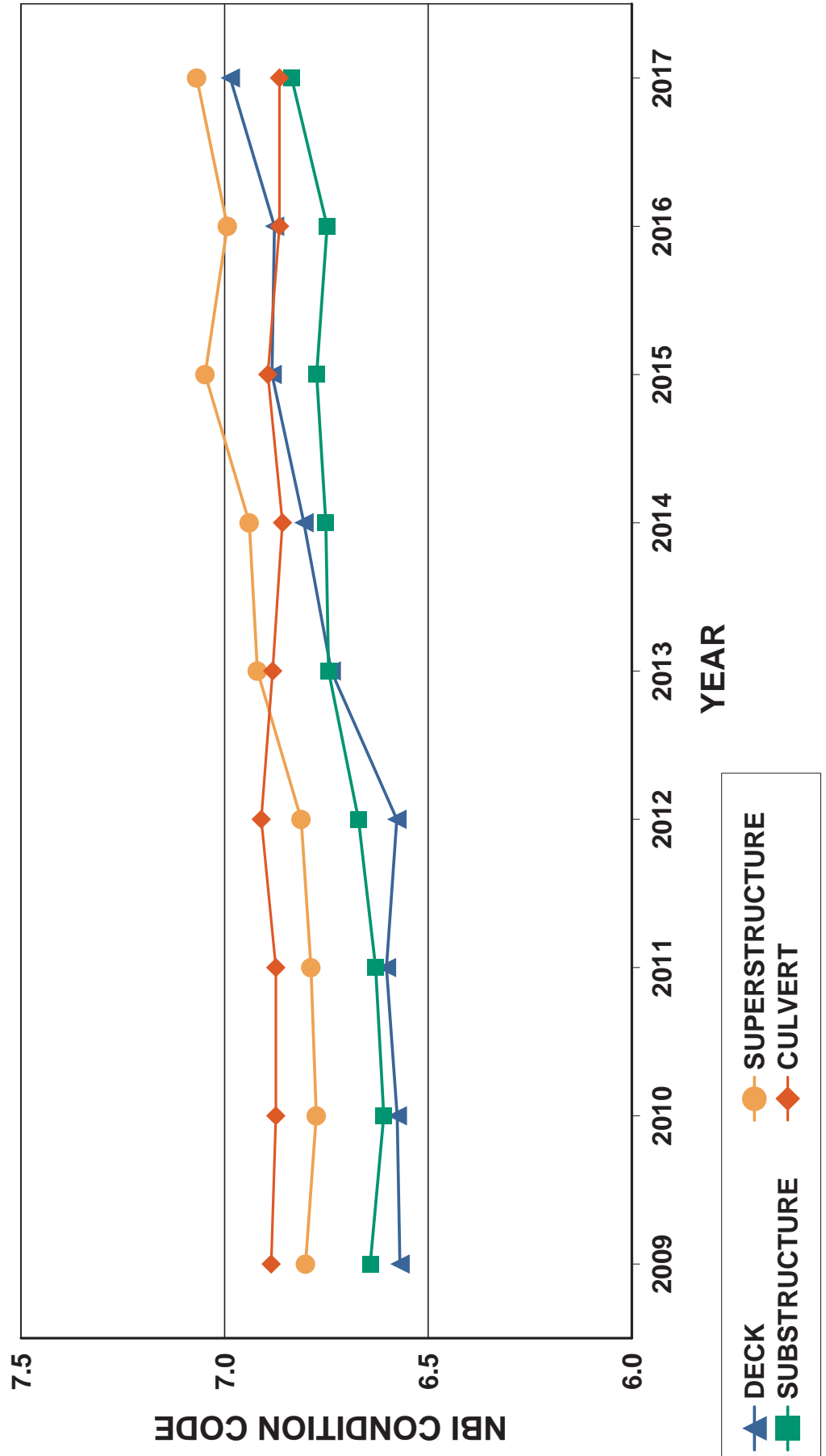
### 2017

			<b>STRUCTURALLY DEFICIENT</b>						<b>FUNCTIONALLY OBSOLETE</b>					
BRIDGE NO	DECK AREA	STRUCT TYPE	DECK	SUPER	SUB	CULV	STR EVAL	WAT ADEQ	DECK GEOM	UNDR CLR	APPR ALIGN	STR EVAL	WAT ADEQ	
5955	16,867	BRIDGE	6	4	5	N	4	8						
6296	0	CULV	N	N	N	4	4	7						
5060	49,817	BRIDGE							3	N	8	6	8	
6499	1,269	BRIDGE							3	N	5	5	7	
6852	4,105	BRIDGE							3	N	8	6	8	
71001	7,725	BRIDGE							3	5	8	6	N	
<b>DEFICIENT SUMMARY</b>			<b>STRUCTURALLY DEFICIENT SUMMARY</b>						<b>FUNCTIONALLY OBSOLETE SUMMARY</b>					
<b>APR. 2016 TOTAL DEF</b>			<b>7</b>		<b>APR. 2016 TOTAL SD</b>			<b>2</b>		<b>APR. 2016 TOTAL FO</b>			<b>5</b>	
DEF REPL/REM IN 2016			1		SD REPL/REM IN 2016			0		FO REPL/REM IN 2016			1	
BECAME DEF IN 2016			0		BECAME SD IN 2016			0		BECAME FO IN 2016			0	
<b>APR. 2017 TOTAL DEF</b>			<b>6</b>		<b>APR. 2017 TOTAL SD</b>			<b>2</b>		<b>APR. 2017 TOTAL FO</b>			<b>4</b>	

# DISTRICT 4 BRIDGE CONDITION HISTORY TRUNK HIGHWAY PRINCIPAL ARTERIALS ALL STRUCTURES OVER 20 FT 2017



# DISTRICT 4 TRUNK HIGHWAY AVERAGE NBI CONDITION CODES ALL STRUCTURES 10 FT AND OVER 2017



# DISTRICT 4 TRUNK HIGHWAY BRIDGE PERFORMANCE HISTORY ALL STRUCTURES OVER 20 FT 2017

<b>STRUCTURAL CONDITION RATING</b>																	
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL				
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017
<b>GOOD/SATIS</b>	82.6	81.6	82.0	82.5	85.3	>=84%	85.6	83.7	85.8	86.3	87.7	>=80%	83.2	82.0	82.9	83.4	85.8
<b>FAIR/ POOR</b>	17.4	18.4	18.0	17.5	14.7	<=16%	14.4	16.3	14.2	13.7	12.3	<=20%	16.8	18.0	17.1	16.6	14.2
<b>GOOD</b>	45.1	49.7	50.5	51.5	53.2	>=55%	69.3	71.5	76.3	76.2	77.9	>=50%	49.9	53.9	56.3	57.0	58.9
<b>POOR ( SD)</b>	3.3	1.4	1.3	2.2	1.6	<2%	3.9	4.0	1.1	0.4	0.0	<8%	3.4	1.9	1.3	1.8	1.2

<b>GEOMETRIC RATING</b>																	
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL				
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017
<b>GOOD</b>	39.5	42.3	43.2	43.5	45.1	>=50%	79.4	82.0	84.1	84.0	85.2	>=50%	47.4	49.8	52.3	52.7	54.4
<b>FAIR/SATIS</b>	53.3	51.7	56.5	56.5	54.9		19.9	17.4	15.4	15.5	14.3		46.7	45.2	47.3	47.2	45.5
<b>POOR ( FO)</b>	7.2	6.0	0.3	0.0	0.0	<5%	0.7	0.6	0.5	0.5	0.5	<5%	5.9	5.0	0.4	0.1	0.1

<b>LOAD CARRYING CAPACITY RATING</b>																	
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL				
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017
<b>HS25</b>	35.1	32.7	32.4	32.2	27.5	>=50%	39.5	40.4	33.3	32.8	31.7	>=40%	35.9	34.2	32.6	32.3	28.4
<b>ACCEPT</b>	44.7	46.6	47.5	47.8	58.4		53.5	52.5	61.9	62.5	64.1		46.5	47.7	50.8	51.2	59.8
<b>PERMIT</b>	17.9	20.2	19.6	19.5	13.6		6.6	6.7	4.4	4.3	4.2		15.7	17.6	16.2	16.1	11.4
<b>POST/SIGN</b>	2.3	0.5	0.5	0.5	0.5	0%	0.4	0.4	0.4	0.4	0.0	0%	1.9	0.5	0.4	0.4	0.4

# DISTRICT 4 TRUNK HIGHWAY BRIDGE PERFORMANCE DETAIL ALL STRUCTURES OVER 20 FT 2017

<b>STRUCTURAL CONDITION RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
<b>GOOD/SATIS</b>	124	1,189,424	85.3	>= 84%	87	364,683	87.7	>= 80%	211	1,554,107	85.8
<b>FAIR/POOR</b>	16	204,849	14.7	<= 16%	11	51,375	12.3	<= 20%	27	256,224	14.2
<b>TOTAL</b>	140	1,394,273	100.0		98	416,058	100.0		238	1,810,331	100.0
<b>GOOD</b>	71	742,038	53.2	>= 55%	70	324,127	77.9	>= 50%	141	1,066,165	58.9
<b>POOR ( SD)</b>	3	21,832	1.6	< 2%	0	0	0.0	< 8%	3	21,832	1.2

<b>GEOMETRIC RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
<b>GOOD</b>	78	618,807	45.1	>= 50%	84	354,407	85.2	>= 50%	162	973,214	54.4
<b>FAIR/SATIS</b>	59	753,634	54.9		13	59,739	14.3		72	813,374	45.5
<b>POOR ( SD)</b>	0	0	0.0	< 5%	1	1,912	0.5	< 5%	1	1,912	0.1
<b>TOTAL</b>	137	1,372,441			98	416,058			235	1,788,500	

<b>LOAD CARRYING CAPACITY RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
<b>HS25</b>	28	382,884	27.5	>= 50%	20	131,909	31.7	>= 40%	48	514,793	28.4
<b>ACCEPT</b>	92	815,220	58.4		72	266,843	64.1		164	1,082,063	59.8
<b>PERMIT</b>	18	189,761	13.6		6	17,306	4.2		24	207,067	11.4
<b>POST/SIGN</b>	2	6,408	0.5	0%	0	0	0.0	0%	2	6,408	0.4
<b>TOTAL</b>	140	1,394,273			98	416,058			238	1,810,331	

# DISTRICT 4 DEFICIENT BRIDGE LIST

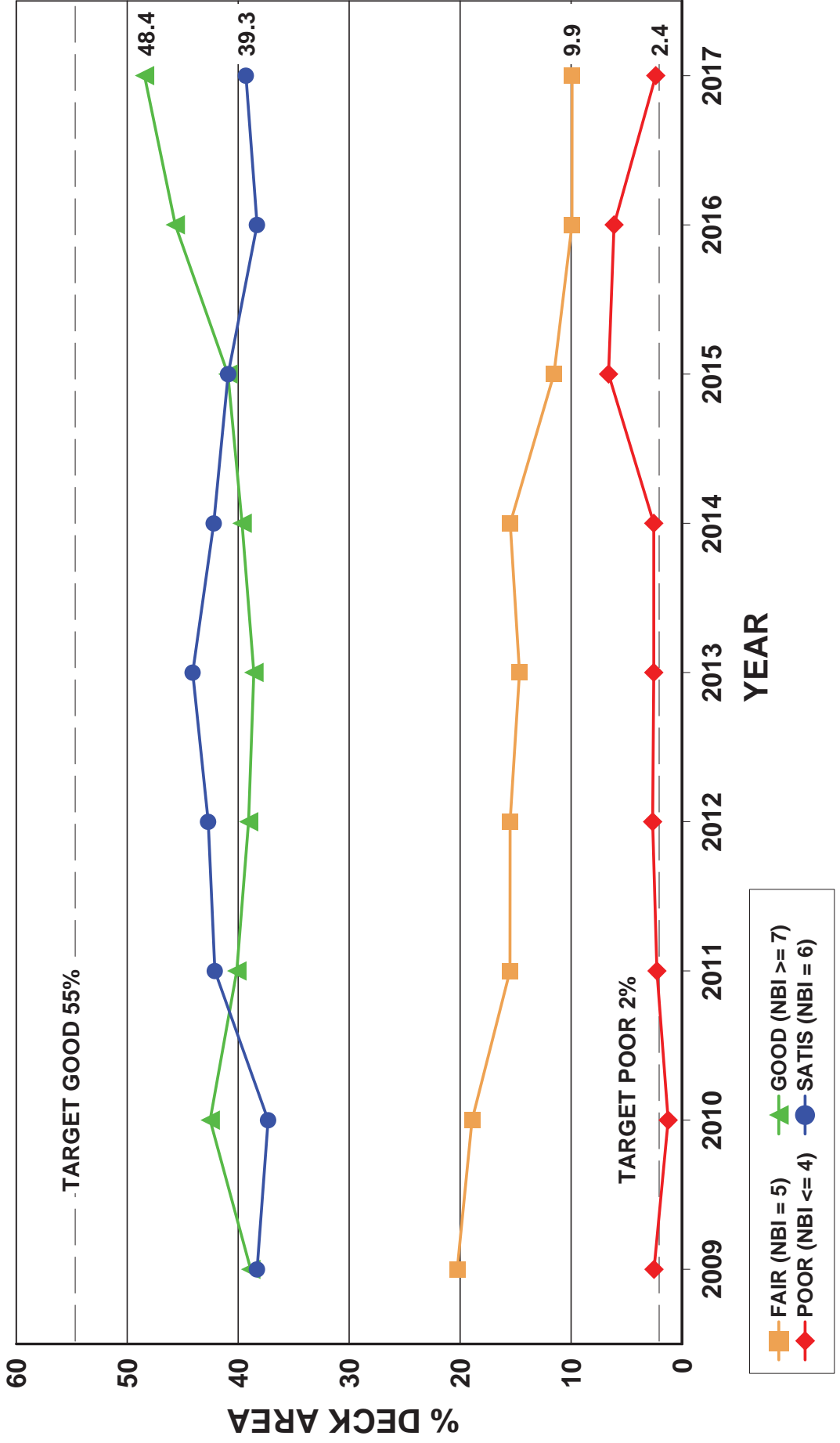
## ALL STRUCTURES OVER 20 FT

### 2017

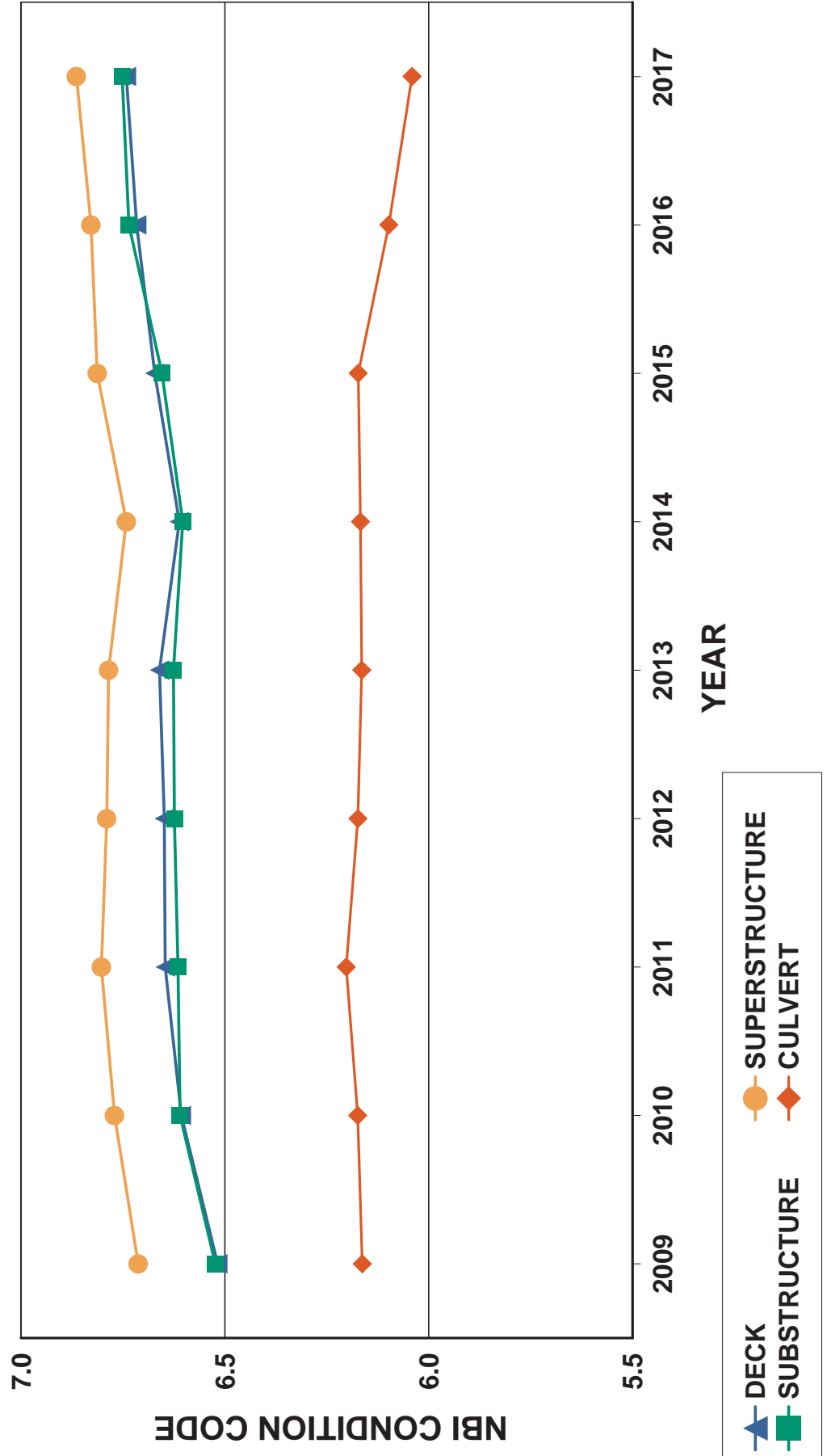
			<b>STRUCTURALLY DEFICIENT</b>						<b>FUNCTIONALLY OBSOLETE</b>				
BRIDGE NO	DECK AREA	STRUCT TYPE	DECK	SUPER	SUB	CULV	STR EVAL	WAT ADEQ	DECK GEOM	UNDR CLR	APPR ALIGN	STR EVAL	WAT ADEQ
03003	6,461	BRIDGE	4	6	6	N	6	N					
21805	5,179	BRIDGE	4	6	6	N	6	8					
21821	10,192	BRIDGE	4	6	6	N	6	N					
97023	0	CULV							N	N	8	8	3
DEFICIENT SUMMARY			STRUCTURALLY DEFICIENT SUMMARY						FUNCTIONALLY OBSOLETE SUMMARY				
<b>APR. 2016 TOTAL DEF</b> <b>6</b>			<b>APR. 2016 TOTAL SD</b> <b>5</b>						<b>APR. 2016 TOTAL FO</b> <b>1</b>				
DEF REPL/REM IN 2016    3			SD REPL/REM IN 2016    3						FO REPL/REM IN 2016    0				
BECAME DEF IN 2016    1			BECAME SD IN 2016    1						BECAME FO IN 2016    0				
<b>APR. 2017 TOTAL DEF</b> <b>4</b>			<b>APR. 2017 TOTAL SD</b> <b>3</b>						<b>APR. 2017 TOTAL FO</b> <b>1</b>				



# DISTRICT 6 BRIDGE CONDITION HISTORY TRUNK HIGHWAY PRINCIPAL ARTERIALS ALL STRUCTURES OVER 20 FT 2017



# DISTRICT 6 TRUNK HIGHWAY AVERAGE NBI CONDITION CODES ALL STRUCTURES 10 FT AND OVER 2017



# DISTRICT 6 TRUNK HIGHWAY BRIDGE PERFORMANCE HISTORY ALL STRUCTURES OVER 20 FT 2017

STRUCTURAL CONDITION RATING																	
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL				
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017
GOOD/SATIS	82.8	82.0	81.8	83.9	87.7	>=84%	89.2	89.3	89.4	89.8	90.0	>=80%	84.3	83.6	83.5	85.2	88.2
FAIR/ POOR	17.2	18.0	18.2	16.1	12.3	<=16%	10.8	10.7	10.6	10.2	10.0	<=20%	15.7	16.4	16.5	14.8	11.8
GOOD	38.6	39.7	40.9	45.7	48.4	>=55%	59.8	58.6	58.1	57.1	58.2	>=50%	43.4	44.0	44.8	48.1	50.6
POOR ( SD)	2.6	2.6	6.6	6.1	2.4	<2%	1.1	1.1	0.8	1.0	0.9	<8%	2.2	2.2	5.3	5.0	2.0

GEOMETRIC RATING																	
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL				
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017
GOOD	57.0	56.2	57.6	60.2	58.0	>=50%	78.2	78.9	79.4	81.4	80.8	>=50%	61.9	61.4	62.8	65.0	63.1
FAIR/SATIS	38.7	40.2	38.4	34.3	37.2		21.0	20.3	19.8	17.9	18.9		34.6	35.7	34.0	30.6	33.2
POOR ( FO)	4.3	3.6	4.0	5.5	4.8	<5%	0.8	0.8	0.8	0.7	0.3	<5%	3.5	2.9	3.2	4.4	3.7

LOAD CARRYING CAPACITY RATING																	
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL				
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017
HS25	29.3	27.0	26.7	24.5	24.5	>=50%	38.2	37.8	38.1	37.2	36.2	>=40%	31.3	29.5	29.3	27.2	27.1
ACCEPT	59.9	62.0	58.6	62.2	66.3		54.7	55.2	55.7	57.6	59.3		58.7	60.4	58.0	61.2	64.8
PERMIT	9.0	9.2	12.9	11.6	7.5		5.8	5.7	5.3	4.4	4.1		8.3	8.4	11.1	10.1	6.7
POST/SIGN	1.8	1.8	1.8	1.7	1.7	0%	1.3	1.3	0.9	0.8	0.4	0%	1.7	1.7	1.6	1.5	1.4

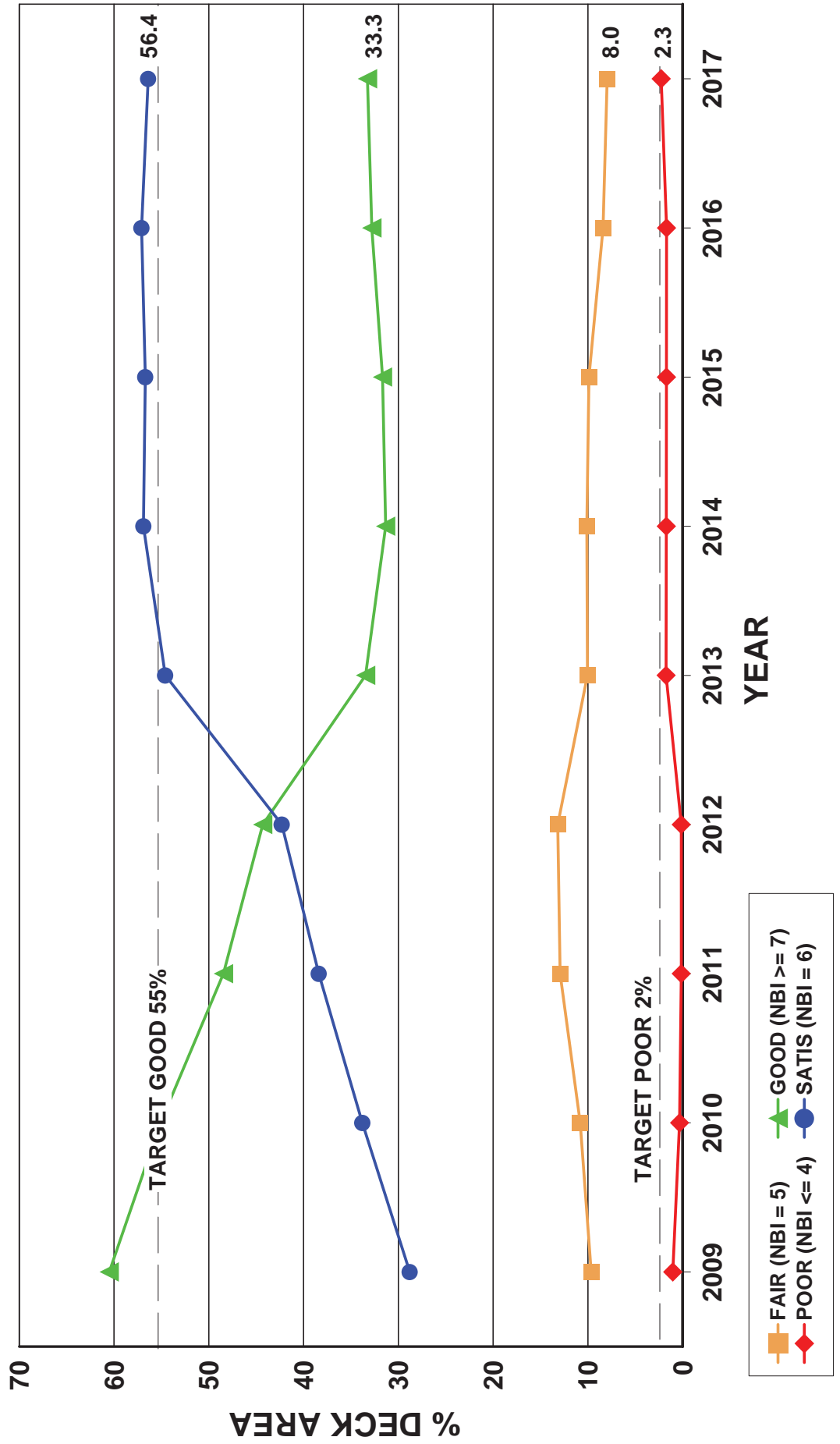
# DISTRICT 6 TRUNK HIGHWAY BRIDGE PERFORMANCE DETAIL ALL STRUCTURES OVER 20 FT 2017

STRUCTURAL CONDITION RATING											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
GOOD/SATIS	330	4,033,246	87.7	>= 84%	210	1,173,834	90.0	>= 80%	540	5,207,081	88.2
FAIR/POOR	48	564,651	12.3	<= 16%	44	130,672	10.0	<= 20%	92	695,323	11.8
TOTAL	378	4,597,898	100.0		254	1,304,506	100.0		632	5,902,404	100.0
GOOD	152	2,227,156	48.4	>= 55%	105	759,867	58.2	>= 50%	257	2,987,023	50.6
POOR ( SD)	6	109,079	2.4	< 2%	3	11,578	0.9	< 8%	9	120,657	2.0

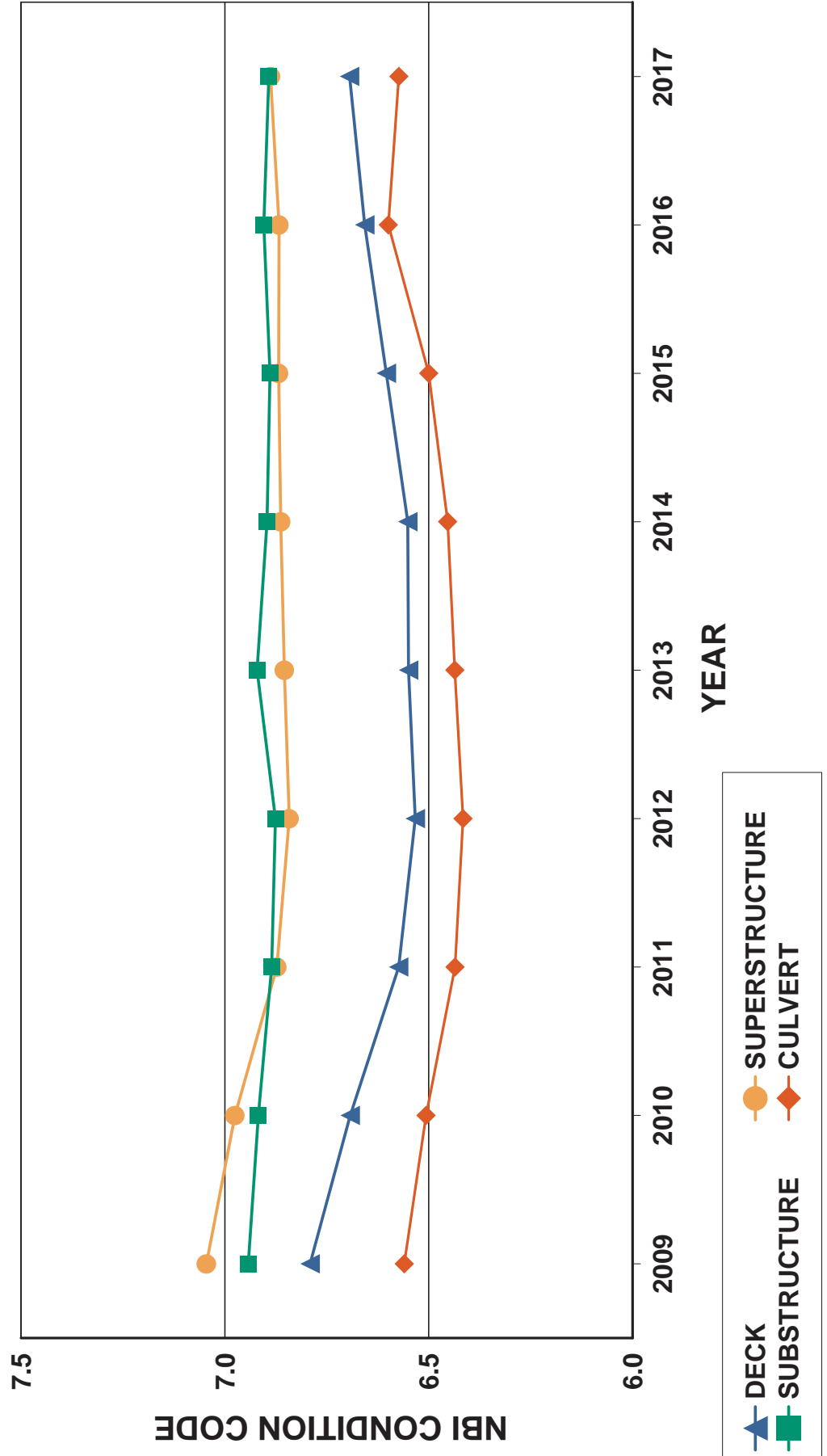
GEOMETRIC RATING											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
GOOD	215	2,604,815	58.0	>= 50%	190	1,044,236	80.8	>= 50%	405	3,649,051	63.1
FAIR/SATIS	141	1,670,513	37.2		59	245,410	18.9		200	1,915,923	33.2
POOR ( SD)	16	213,491	4.8	< 5%	2	3,282	0.3	< 5%	18	216,773	3.7
TOTAL	372	4,488,819			251	1,292,928			623	5,781,747	

LOAD CARRYING CAPACITY RATING											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
HS25	92	1,126,853	24.5	>= 50%	59	472,602	36.2	>= 40%	151	1,599,455	27.1
ACCEPT	259	3,048,271	66.3		183	774,302	59.3		442	3,822,573	64.8
PERMIT	26	344,162	7.5		9	52,851	4.1		35	397,013	6.7
POST/SIGN	1	78,611	1.7	0%	3	4,752	0.4	0%	4	83,363	1.4
TOTAL	378	4,597,897			254	1,304,507			632	5,902,404	

# DISTRICT 7 BRIDGE CONDITION HISTORY TRUNK HIGHWAY PRINCIPAL ARTERIALS ALL STRUCTURES OVER 20 FT 2017



# DISTRICT 7 TRUNK HIGHWAY AVERAGE NBI CONDITION CODES ALL STRUCTURES 10 FT AND OVER 2017



# DISTRICT 7 TRUNK HIGHWAY BRIDGE PERFORMANCE HISTORY ALL STRUCTURES OVER 20 FT 2017

<b>STRUCTURAL CONDITION RATING</b>																		
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL					
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	
<b>GOOD/SATIS</b>	88.2	88.2	88.4	89.9	89.8	>=84%	84.9	86.3	88.4	89.9	90.2	>=80%	87.6	87.8	88.4	89.9	89.8	
<b>FAIR/ POOR</b>	11.8	11.8	11.6	10.1	10.2	<=16%	15.1	13.7	11.6	10.1	9.8	<=20%	12.4	12.2	11.6	10.1	10.2	
<b>GOOD</b>	33.5	31.3	31.7	32.8	33.3	>=55%	47.3	44.9	44.8	45.6	41.9	>=50%	35.9	33.7	33.9	35.0	34.7	
<b>POOR ( SD)</b>	1.8	1.7	1.7	1.7	2.3	<2%	1.3	1.4	0.3	0.0	2.3	<8%	1.7	1.7	1.5	1.4	2.3	

<b>GEOMETRIC RATING</b>																		
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL					
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	
<b>GOOD</b>	59.0	58.9	58.8	58.4	58.5	>=50%	57.2	57.8	58.7	60.0	64.4	>=50%	58.7	58.7	58.8	58.7	59.4	
<b>FAIR/SATIS</b>	32.8	33.0	33.2	33.0	33.5		39.9	41.2	40.3	39.0	35.6		34.1	34.5	34.4	34.0	33.9	
<b>POOR ( FO)</b>	8.2	8.1	8.0	8.6	8.0	<5%	2.9	1.0	1.0	1.0	0.0	<5%	7.2	6.8	6.8	7.3	6.7	

<b>LOAD CARRYING CAPACITY RATING</b>																		
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL					
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	
<b>HS25</b>	19.5	15.5	15.4	15.5	14.0	>=50%	39.9	40.6	40.6	41.0	41.0	>=40%	23.1	19.9	19.8	19.8	18.4	
<b>ACCEPT</b>	77.6	81.7	81.8	81.7	83.2		53.7	53.6	53.6	53.2	53.8		73.4	76.8	76.9	76.9	78.4	
<b>PERMIT</b>	2.9	2.8	2.8	2.8	2.8		6.4	5.8	5.8	5.8	5.2		3.5	3.3	3.3	3.3	3.2	
<b>POST/SIGN</b>	0.0	0.0	0.0	0.0	0.0	0%	0.0	0.0	0.0	0.0	0.0	0%	0.0	0.0	0.0	0.0	0.0	

# DISTRICT 7 TRUNK HIGHWAY BRIDGE PERFORMANCE DETAIL ALL STRUCTURES OVER 20 FT 2017

<b>STRUCTURAL CONDITION RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
GOOD/SATIS	211	2,587,172	89.8	>= 84%	90	497,838	90.2	>= 80%	301	3,085,010	89.8
FAIR/POOR	29	294,854	10.2	<= 16%	18	53,962	9.8	<= 20%	47	348,816	10.2
TOTAL	240	2,882,027	100.0		108	551,800	100.0		348	3,433,826	100.0
GOOD	103	958,685	33.3	>= 55%	43	231,221	41.9	>= 50%	146	1,189,905	34.7
POOR ( SD)	5	65,282	2.3	< 2%	1	12,512	2.3	< 8%	6	77,794	2.3

<b>GEOMETRIC RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
GOOD	153	1,647,017	58.5	>= 50%	57	347,033	64.4	>= 50%	210	1,994,050	59.4
FAIR/SATIS	80	945,030	33.5		50	192,256	35.6		130	1,137,285	33.9
POOR ( SD)	2	224,698	8.0	< 5%	0	0	0.0	< 5%	2	224,698	6.7
TOTAL	235	2,816,745			107	539,289			342	3,356,033	

<b>LOAD CARRYING CAPACITY RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
HS25	39	404,785	14.0	>= 50%	29	226,064	41.0	>= 40%	68	630,849	18.4
ACCEPT	193	2,396,674	83.2		76	297,130	53.8		269	2,693,803	78.4
PERMIT	8	80,568	2.8		3	28,607	5.2		11	109,175	3.2
POST/SIGN	0	0	0.0	0%	0	0	0.0	0%	0	0	0.0
TOTAL	240	2,882,027			108	551,801			348	3,433,827	



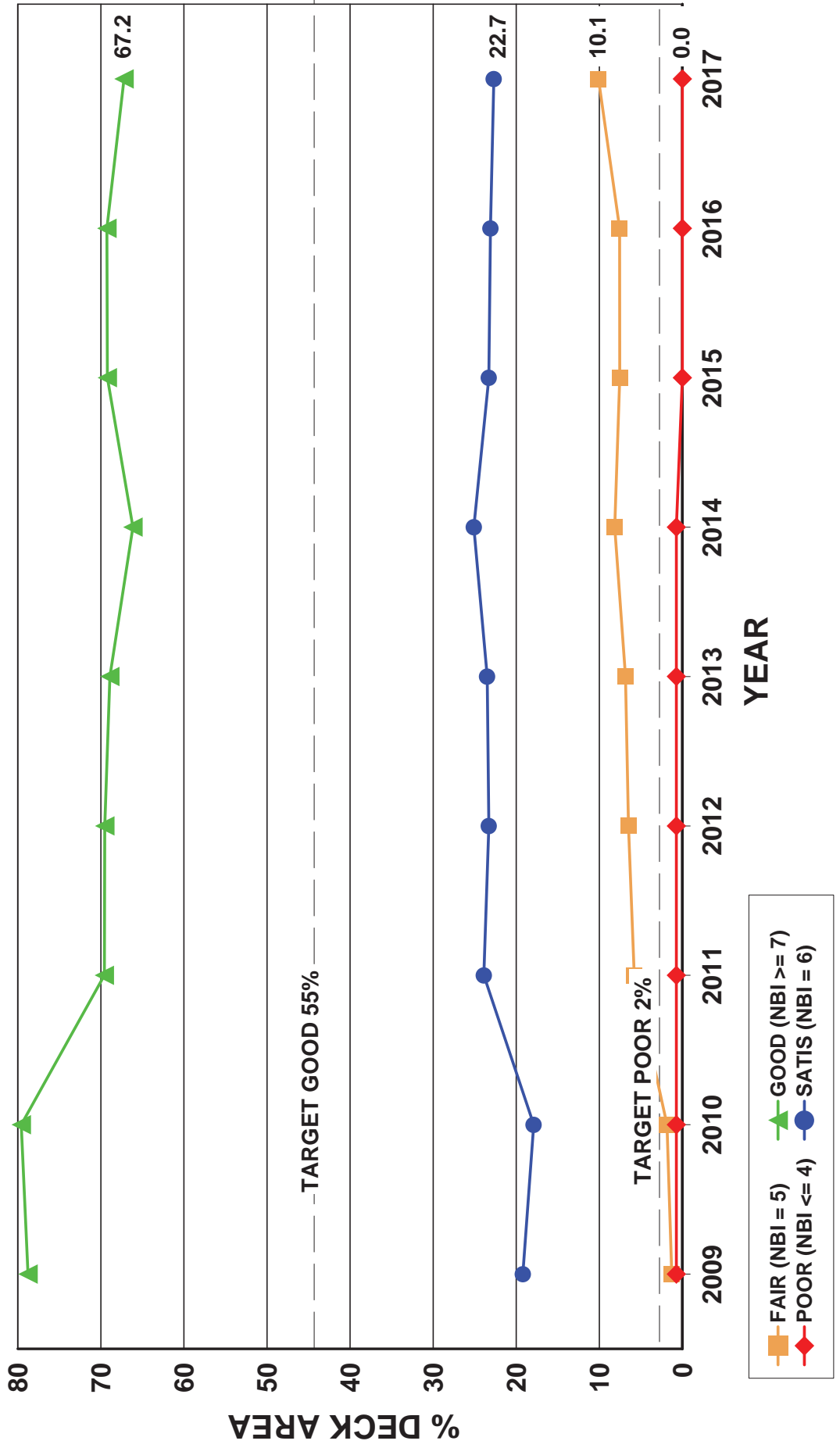
# DISTRICT 7 DEFICIENT BRIDGE LIST

## ALL STRUCTURES OVER 20 FT

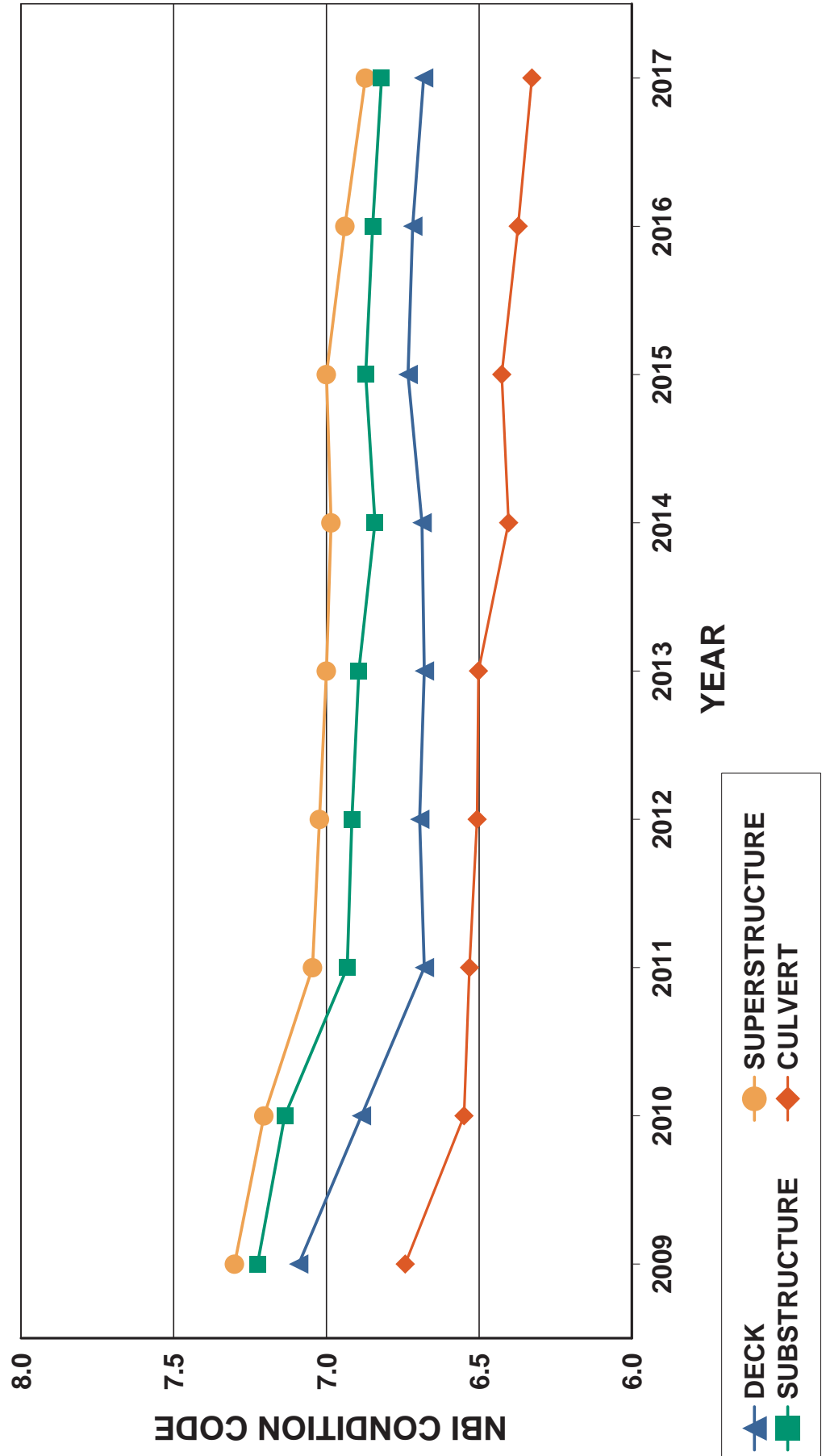
### 2017

			STRUCTURALLY DEFICIENT						FUNCTIONALLY OBSOLETE				
BRIDGE NO	DECK AREA	STRUCT TYPE	DECK	SUPER	SUB	CULV	STR EVAL	WAT ADEQ	DECK GEOM	UNDR CLR	APPR ALIGN	STR EVAL	WAT ADEQ
4930	12,512	BRIDGE	5	4	6	N	4	4					
9294	41,402	BRIDGE	5	3	5	N	3	N					
52001	3,581	BRIDGE	5	4	6	N	4	4					
52002	4,353	BRIDGE	5	4	6	N	4	4					
67805	7,973	BRIDGE	7	7	4	N	4	5					
67806	7,973	BRIDGE	7	7	4	N	4	5					
9098	216,079	BRIDGE							9	3	8	7	8
81008	8,619	BRIDGE							8	3	9	7	N
DEFICIENT SUMMARY			STRUCTURALLY DEFICIENT SUMMARY						FUNCTIONALLY OBSOLETE SUMMARY				
<b>APR. 2016 TOTAL DEF 8</b>			<b>APR. 2016 TOTAL SD 3</b>						<b>APR. 2016 TOTAL FO 5</b>				
DEF REPL/REM IN 2016 4			SD REPL/REM IN 2016 0						FO REPL/REM IN 2016 4				
BECAME DEF IN 2016 4			BECAME SD IN 2016 3						BECAME FO IN 2016 1				
<b>APR. 2017 TOTAL DEF 8</b>			<b>APR. 2017 TOTAL SD 6</b>						<b>APR. 2017 TOTAL FO 2</b>				

# DISTRICT 8 BRIDGE CONDITION HISTORY TRUNK HIGHWAY PRINCIPAL ARTERIALS ALL STRUCTURES OVER 20 FT 2017



# DISTRICT 8 TRUNK HIGHWAY AVERAGE NBI CONDITION CODES ALL STRUCTURES 10 FT AND OVER 2017



# DISTRICT 8 TRUNK HIGHWAY BRIDGE PERFORMANCE HISTORY ALL STRUCTURES OVER 20 FT 2017

<b>STRUCTURAL CONDITION RATING</b>																		
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL					
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	
<b>GOOD/SATIS</b>	92.4	91.1	92.5	92.4	89.9	>=84%	88.8	86.9	87.0	86.0	85.6	>=80%	91.0	89.5	90.4	89.9	88.2	
<b>FAIR/ POOR</b>	7.6	8.9	7.5	7.6	10.1	<=16%	11.2	13.1	13.0	14.0	14.4	<=20%	9.0	10.5	9.6	10.1	11.8	
<b>GOOD</b>	68.9	66.1	69.2	69.3	67.2	>=55%	68.0	67.1	66.9	63.7	59.2	>=50%	68.6	66.5	68.3	67.1	64.2	
<b>POOR ( SD)</b>	0.7	0.7	0.0	0.0	0.0	<2%	2.1	2.1	2.1	2.0	2.0	<8%	1.3	1.3	0.8	0.8	0.8	

<b>GEOMETRIC RATING</b>																		
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL					
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	
<b>GOOD</b>	71.5	68.9	69.2	72.0	69.8	>=50%	80.1	78.2	78.3	78.1	77.6	>=50%	74.8	72.5	72.7	74.4	72.8	
<b>FAIR/SATIS</b>	27.3	29.9	29.6	26.9	29.1		19.9	21.8	21.7	21.9	22.4		24.5	26.8	26.6	24.9	26.5	
<b>POOR ( FO)</b>	1.2	1.2	1.2	1.1	1.1	<5%	0.0	0.0	0.0	0.0	0.0	<5%	0.7	0.7	0.7	0.7	0.7	

<b>LOAD CARRYING CAPACITY RATING</b>																		
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL					
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	
<b>HS25</b>	28.8	26.2	26.2	25.5	25.2	>=50%	27.2	26.3	26.4	24.2	24.2	>=40%	28.2	26.3	26.2	25.0	24.8	
<b>ACCEPT</b>	67.5	69.4	70.1	70.9	71.2		64.6	65.5	65.4	67.9	67.9		66.3	67.8	68.4	69.7	70.0	
<b>PERMIT</b>	3.0	3.7	3.7	3.6	3.6		5.8	5.8	5.8	5.6	5.6		4.1	4.5	4.5	4.4	4.3	
<b>POST/SIGN</b>	0.7	0.7	0.0	0.0	0.0	0%	2.4	2.4	2.4	2.3	2.3	0%	1.4	1.4	0.9	0.9	0.9	

# DISTRICT 8 TRUNK HIGHWAY BRIDGE PERFORMANCE DETAIL ALL STRUCTURES OVER 20 FT 2017

<b>STRUCTURAL CONDITION RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
GOOD/SATIS	89	764,515	89.9	>= 84%	103	452,414	85.6	>= 80%	192	1,216,929	88.2
FAIR/POOR	14	85,951	10.1	<= 16%	31	76,133	14.4	<= 20%	45	162,084	11.8
<b>TOTAL</b>	<b>103</b>	<b>850,466</b>	<b>100.0</b>		<b>134</b>	<b>528,547</b>	<b>100.0</b>		<b>237</b>	<b>1,379,013</b>	<b>100.0</b>
GOOD	59	571,558	67.2	>= 55%	60	313,108	59.2	>= 50%	119	884,666	64.2
POOR ( SD)	0	0	0.0	< 2%	3	10,715	2.0	< 8%	3	10,715	0.8

<b>GEOMETRIC RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
GOOD	77	593,871	69.8	>= 50%	93	401,858	77.6	>= 50%	170	995,729	72.8
FAIR/SATIS	24	247,039	29.1		38	115,974	22.4		62	363,013	26.5
POOR ( SD)	2	9,556	1.1	< 5%	0	0	0.0	< 5%	2	9,556	0.7
<b>TOTAL</b>	<b>103</b>	<b>850,466</b>			<b>131</b>	<b>517,832</b>			<b>234</b>	<b>1,368,298</b>	

<b>LOAD CARRYING CAPACITY RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
HS25	24	214,234	25.2	>= 50%	23	127,725	24.2	>= 40%	47	341,959	24.8
ACCEPT	74	605,807	71.2		95	359,515	67.9		169	965,322	70.0
PERMIT	5	30,425	3.6		11	29,353	5.6		16	59,778	4.3
POST/SIGN	0	0	0.0	0%	5	11,954	2.3	0%	5	11,954	0.9
<b>TOTAL</b>	<b>103</b>	<b>850,466</b>			<b>134</b>	<b>528,547</b>			<b>237</b>	<b>1,379,013</b>	

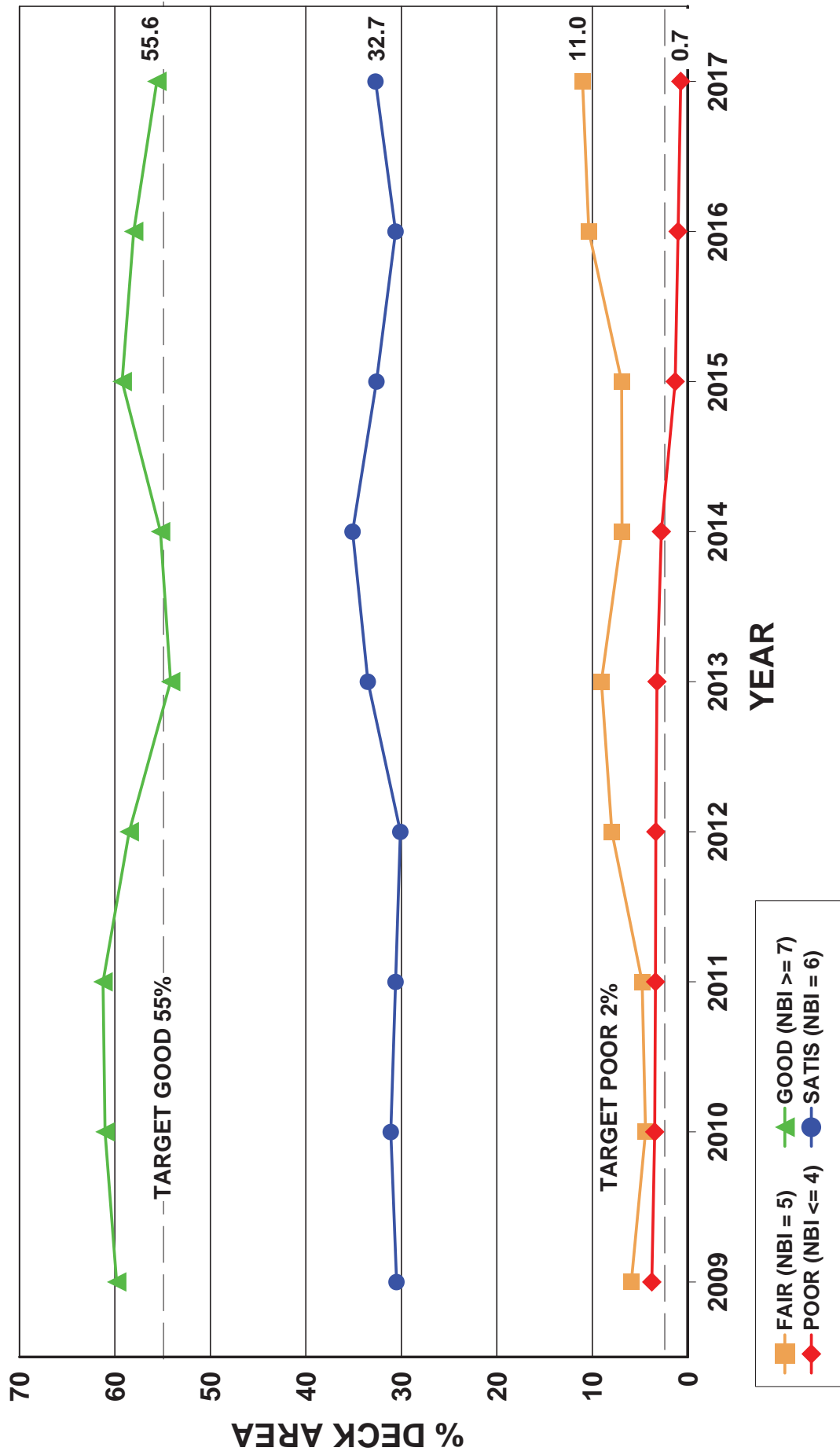
# DISTRICT 8 DEFICIENT BRIDGE LIST

## ALL STRUCTURES OVER 20 FT

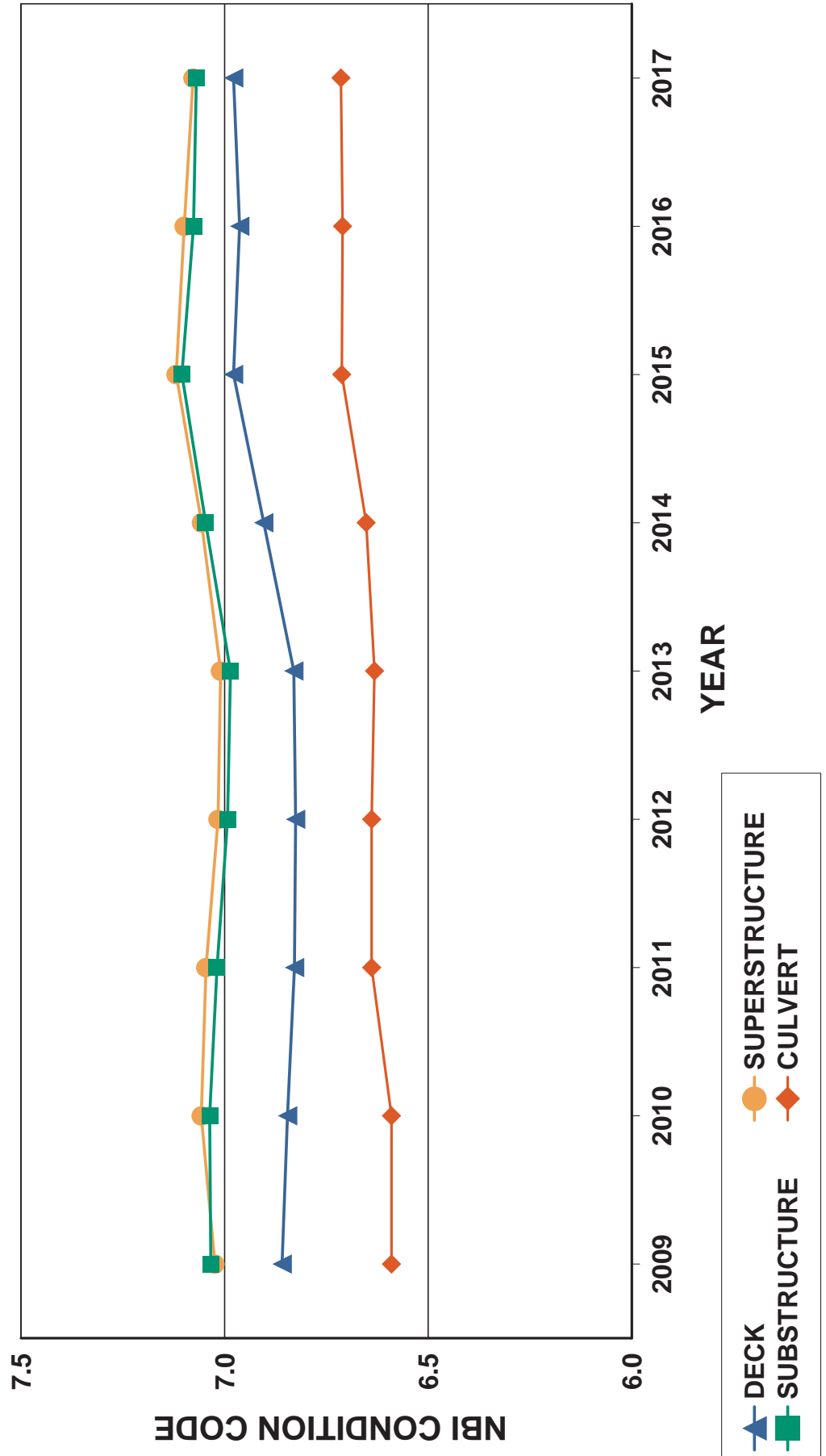
### 2017

			<b>STRUCTURALLY DEFICIENT</b>						<b>FUNCTIONALLY OBSOLETE</b>					
BRIDGE NO	DECK AREA	STRUCT TYPE	DECK	SUPER	SUB	CULV	STR EVAL	WAT ADEQ	DECK GEOM	UNDR CLR	APPR ALIGN	STR EVAL	WAT ADEQ	
4667	3,416	BRIDGE	4	3	4	N	3	8						
5380	6,284	BRIDGE	4	4	6	N	4	8						
6816	1,015	BRIDGE	6	6	4	N	4	8						
9111	5,285	BRIDGE							3	5	5	5	N	
42003	4,271	BRIDGE							3	N	8	5	8	
<b>DEFICIENT SUMMARY</b>			<b>STRUCTURALLY DEFICIENT SUMMARY</b>						<b>FUNCTIONALLY OBSOLETE SUMMARY</b>					
<b>APR. 2016 TOTAL DEF</b>			<b>5</b>		<b>APR. 2016 TOTAL SD</b>			<b>3</b>		<b>APR. 2016 TOTAL FO</b>			<b>2</b>	
DEF REPL/REM IN 2016			0		SD REPL/REM IN 2016			0		FO REPL/REM IN 2016			0	
BECAME DEF IN 2016			0		BECAME SD IN 2016			0		BECAME FO IN 2016			0	
<b>APR. 2017 TOTAL DEF</b>			<b>5</b>		<b>APR. 2017 TOTAL SD</b>			<b>3</b>		<b>APR. 2017 TOTAL FO</b>			<b>2</b>	

# METRO DISTRICT BRIDGE CONDITION HISTORY TRUNK HIGHWAY PRINCIPAL ARTERIALS ALL STRUCTURES OVER 20 FT 2017



# METRO DISTRICT TRUNK HIGHWAY AVERAGE NBI CONDITION CODES ALL STRUCTURES 10 FT AND OVER 2017





# METRO TRUNK HIGHWAY BRIDGE PERFORMANCE HISTORY ALL STRUCTURES OVER 20 FT 2017

<b>STRUCTURAL CONDITION RATING</b>																		
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL					
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	
<b>GOOD/SATIS</b>	87.7	90.3	91.7	88.6	88.2	>=84%	79.2	82.1	83.4	83.5	79.2	>=80%	86.9	89.7	91.1	88.2	87.6	
<b>FAIR/ POOR</b>	12.3	9.7	8.3	11.4	11.8	<=16%	20.8	17.9	16.6	16.5	20.8	<=20%	13.1	10.3	8.9	11.8	12.4	
<b>GOOD</b>	54.2	55.2	59.2	58.0	55.6	>=55%	59.6	58.9	64.3	58.8	48.2	>=50%	54.7	55.5	59.7	58.1	55.1	
<b>POOR ( SD)</b>	3.2	2.8	1.3	1.0	0.7	<2%	4.7	0.0	6.9	7.0	10.1	<8%	3.4	2.6	1.8	1.5	1.4	

<b>GEOMETRIC RATING</b>																		
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL					
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	
<b>GOOD</b>	44.8	41.4	41.4	41.1	40.7	>=50%	24.3	21.4	37.0	38.5	23.3	>=50%	43.0	39.9	41.1	40.9	39.7	
<b>FAIR/SATIS</b>	45.8	50.4	48.9	49.2	50.5		49.8	50.9	36.8	36.4	43.5		46.2	50.4	47.9	48.2	50.0	
<b>POOR ( FO)</b>	9.4	8.2	9.7	9.7	8.8	<5%	25.9	27.7	26.2	25.1	33.2	<5%	10.8	9.7	11.0	10.9	10.3	

<b>LOAD CARRYING CAPACITY RATING</b>																		
CATEGORY	PRINCIPAL ARTERIAL						NON-PRINCIPAL ARTERIAL						TOTAL					
	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	TARG	2013	2014	2015	2016	2017	
<b>HS25</b>	50.8	48.2	44.9	45.0	43.4	>=50%	42.8	37.0	30.6	30.9	32.9	>=40%	50.1	47.3	43.7	43.8	42.7	
<b>ACCEPT</b>	40.9	44.1	48.2	49.5	51.0		52.3	57.8	64.9	64.6	62.7		41.8	45.1	49.7	50.7	51.8	
<b>PERMIT</b>	7.7	7.3	6.7	5.2	5.4		4.9	5.2	4.5	4.5	4.4		7.5	7.2	6.5	5.2	5.3	
<b>POST/SIGN</b>	0.6	0.4	0.2	0.3	0.2	0%	0.0	0.0	0.0	0.0	0.0	0%	0.6	0.4	0.1	0.3	0.2	

# METRO TRUNK HIGHWAY BRIDGE PERFORMANCE DETAIL ALL STRUCTURES OVER 20 FT 2017

<b>STRUCTURAL CONDITION RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
<b>GOOD/SATIS</b>	996	21,424,506	88.2	>= 84%	98	1,382,117	79.2	>= 80%	1,094	22,806,623	87.6
<b>FAIR/POOR</b>	97	2,855,141	11.8	<= 16%	7	362,673	20.8	<= 20%	104	3,217,814	12.4
<b>TOTAL</b>	1,093	24,279,647	100.0		105	1,744,790	100.0		1,198	26,024,437	100.0
<b>GOOD</b>	716	13,500,570	55.6	>= 55%	67	840,256	48.2	>= 50%	783	14,340,826	55.1
<b>POOR ( SD)</b>	13	178,612	0.7	< 2%	2	177,095	10.1	< 8%	15	355,707	1.4

<b>GEOMETRIC RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
<b>GOOD</b>	420	9,817,990	40.7	>= 50%	52	365,518	23.3	>= 50%	472	10,183,508	39.7
<b>FAIR/SATIS</b>	532	12,169,988	50.5		38	681,354	43.5		570	12,851,342	50.0
<b>POOR ( SD)</b>	128	2,113,058	8.8	< 5%	13	520,822	33.2	< 5%	141	2,633,880	10.3
<b>TOTAL</b>	1,080	24,101,035			103	1,567,694			1,183	25,668,730	

<b>LOAD CARRYING CAPACITY RATING</b>											
CATEGORY	PRINCIPAL ARTERIAL				NON-PRINCIPAL ARTERIAL				TOTAL		
	# BR	AREA	%	TARGET	# BR	AREA	%	TARGET	# BR	AREA	%
<b>HS25</b>	473	10,526,654	43.4	>= 50%	36	574,253	32.9	>= 40%	509	11,100,908	42.7
<b>ACCEPT</b>	544	12,404,848	51.0		61	1,094,078	62.7		605	13,498,926	51.8
<b>PERMIT</b>	74	1,308,377	5.4		8	76,458	4.4		82	1,384,835	5.3
<b>POST/SIGN</b>	2	39,768	0.2	0%	0	0	0.0	0%	2	39,768	0.2
<b>TOTAL</b>	1,093	24,279,647			105	1,744,789			1,198	26,024,437	

# METRO DISTRICT DEFICIENT BRIDGE LIST ALL STRUCTURES OVER 20 FT

## 2017

			STRUCTURALLY DEFICIENT						FUNCTIONALLY OBSOLETE				
BRIDGE NO	DECK AREA	STRUCT TYPE	DECK	SUPER	SUB	CULV	STR EVAL	WAT ADEQ	DECK GEOM	UNDR CLR	APPR ALIGN	STR EVAL	WAT ADEQ
2440	154,044	BRIDGE	6	6	4	N	4	9					
4654	25,596	BRIDGE	7	4	6	N	4	2					
6347	23,051	BRIDGE	4	6	6	N	6	9					
6890	2,751	BRIDGE	4	4	6	N	4	8					
6891	2,751	BRIDGE	4	4	6	N	4	8					
9039	11,445	BRIDGE	7	3	6	N	3	N					
9421	22,479	BRIDGE	7	6	4	N	4	N					
9534	8,006	BRIDGE	5	6	4	N	4	N					
9632	13,563	BRIDGE	6	4	7	N	4	N					
02033	35,223	BRIDGE	7	4	7	N	4	N					
27842	13,566	BRIDGE	4	4	6	N	4	N					
27871	12,973	BRIDGE	5	5	4	N	4	N					
62080A	14,172	BRIDGE	6	6	3	N	3	N					
62882	8,603	BRIDGE	7	4	7	N	4	N					
70801	7,484	BRIDGE	6	6	4	N	4	N					
5310	30,626	BRIDGE							9	3	7	6	N
6580	15,173	BRIDGE							5	3	8	6	N
6583	20,312	BRIDGE							9	3	7	6	N
6850	10,697	BRIDGE							6	3	7	7	N
6851	10,697	BRIDGE							6	3	7	7	N
7268	9,786	BRIDGE							4	3	8	6	N
7269	9,793	BRIDGE							4	2	8	6	N
9012	11,109	BRIDGE							5	3	8	7	N
9036	114,884	BRIDGE							2	3	8	6	9
9053	12,815	BRIDGE							4	3	7	6	N
9079	12,333	BRIDGE							3	4	7	6	N
9082	7,624	BRIDGE							2	4	7	7	N
9123	7,153	BRIDGE							3	4	7	5	N
9124	6,460	BRIDGE							3	N	7	6	9
9153	8,181	BRIDGE							4	3	8	3	N
9213	11,445	BRIDGE							4	3	7	6	N
9276	7,387	BRIDGE							2	4	8	6	N
9351	9,669	BRIDGE							2	4	8	7	N
9352	9,669	BRIDGE							2	4	8	7	N
9353	10,410	BRIDGE							2	5	8	5	N
9354	10,410	BRIDGE							2	5	8	6	N
9379	14,779	BRIDGE							7	3	8	6	N

# METRO DISTRICT DEFICIENT BRIDGE LIST

			STRUCTURALLY DEFICIENT						FUNCTIONALLY OBSOLETE				
BRIDGE NO	DECK AREA	STRUCT TYPE	DECK	SUPER	SUB	CULV	STR EVAL	WAT ADEQ	DECK GEOM	UNDR CLR	APPR ALIGN	STR EVAL	WAT ADEQ
9381	13,741	BRIDGE							4	3	8	6	N
9389	11,127	BRIDGE							2	6	8	7	N
9420	11,896	BRIDGE							4	3	8	7	N
9452	23,005	BRIDGE							5	3	8	7	N
9457	14,497	BRIDGE							6	3	8	7	N
9471	15,849	BRIDGE							2	5	8	7	N
9489	6,296	BRIDGE							2	4	8	6	N
9490	7,452	BRIDGE							2	4	8	6	N
9492	13,756	BRIDGE							4	3	8	5	N
9569	19,454	BRIDGE							4	2	8	6	N
9601	11,976	BRIDGE							4	3	8	7	N
9602	11,970	BRIDGE							4	2	8	7	N
9616	12,796	BRIDGE							4	2	8	6	N
9619	12,009	BRIDGE							6	3	8	5	N
9620	11,328	BRIDGE							5	3	8	7	N
9621	11,260	BRIDGE							5	3	8	6	N
9715	5,905	BRIDGE							3	5	7	5	N
9779	8,793	BRIDGE							4	3	7	6	N
9780	8,793	BRIDGE							4	3	7	5	N
9830	6,017	BRIDGE							2	4	8	7	N
9834	6,825	BRIDGE							4	3	8	6	N
9860	5,904	BRIDGE							3	5	7	6	N
9869	19,720	BRIDGE							5	3	8	7	N
02802	7,080	BRIDGE							5	3	8	6	N
13802	6,800	BRIDGE							2	5	8	6	N
19808	6,197	BRIDGE							6	3	8	6	N
19883	20,553	BRIDGE							2	6	8	7	N
27021	8,427	BRIDGE							2	4	8	7	N
27022	8,610	BRIDGE							2	4	8	7	N
27038	17,550	BRIDGE							5	3	7	7	N
27083	11,237	BRIDGE							2	3	8	5	N
27100	11,353	BRIDGE							3	4	8	6	N
27102	13,935	BRIDGE							5	3	8	7	N
27161	8,557	BRIDGE							9	3	7	5	N
27169	7,176	BRIDGE							5	3	7	6	N
27171	4,352	BRIDGE							2	4	8	6	N
27211	4,140	BRIDGE							2	5	7	7	N
27253	2,228	BRIDGE							7	3	8	8	N
27302	29,959	BRIDGE							9	3	8	8	N
27409	110,117	BRIDGE							9	3	8	8	9
27517	9,197	BRIDGE							3	2	8	6	N
27523	19,642	BRIDGE							9	2	8	5	N

# METRO DISTRICT DEFICIENT BRIDGE LIST

			STRUCTURALLY DEFICIENT						FUNCTIONALLY OBSOLETE				
BRIDGE NO	DECK AREA	STRUCT TYPE	DECK	SUPER	SUB	CULV	STR EVAL	WAT ADEQ	DECK GEOM	UNDR CLR	APPR ALIGN	STR EVAL	WAT ADEQ
27525	6,507	BRIDGE							4	3	7	6	N
27526	10,778	BRIDGE							4	2	7	6	N
27531	10,644	BRIDGE							4	3	7	6	N
27534	6,557	BRIDGE							3	4	8	5	N
27536	9,730	BRIDGE							2	4	8	7	N
27540	9,528	BRIDGE							9	2	7	6	N
27550	11,251	BRIDGE							3	2	8	6	N
27551	19,642	BRIDGE							9	3	8	6	N
27555	12,108	BRIDGE							3	4	8	7	N
27567	11,413	BRIDGE							4	2	7	7	N
27702	8,149	BRIDGE							3	5	8	7	N
27703	8,705	BRIDGE							3	6	8	7	N
27715	25,750	BRIDGE							3	6	8	7	N
27726B	28,919	BRIDGE							6	3	6	6	N
27737	19,808	BRIDGE							9	3	8	7	N
27756	20,135	BRIDGE							5	3	8	6	N
27776C	32,446	BRIDGE							9	3	8	6	N
27776D	15,713	BRIDGE							3	N	8	7	N
27776F	34,627	BRIDGE							6	3	6	6	N
27793	11,585	BRIDGE							6	3	8	7	N
27799L	15,662	BRIDGE							3	4	8	7	N
27806	15,388	BRIDGE							2	6	8	7	N
27816N	154,839	BRIDGE							7	2	8	6	N
27816S	157,202	BRIDGE							7	2	8	7	N
27838	12,466	BRIDGE							9	3	8	7	N
27840	14,827	BRIDGE							2	3	8	6	N
27843	20,300	BRIDGE							9	3	8	5	N
27853	24,698	BRIDGE							4	3	8	6	N
27854	27,879	BRIDGE							2	3	8	6	N
27855	74,870	BRIDGE							9	3	8	6	N
27865	12,362	BRIDGE							2	3	6	7	N
27869	14,139	BRIDGE							2	4	8	7	N
27870	15,735	BRIDGE							2	4	8	7	N
27872	18,776	BRIDGE							2	3	8	6	N
27873	15,436	BRIDGE							9	3	8	7	N
27874	7,248	BRIDGE							9	3	8	6	N
27876A	7,648	BRIDGE							2	4	8	8	N
27882	13,498	BRIDGE							4	3	7	6	N
27903	3,606	BRIDGE							5	3	8	7	N
27957	10,448	BRIDGE							2	5	8	6	N
27963	10,294	BRIDGE							6	3	8	6	N
27966	19,299	BRIDGE							6	3	8	5	N

# METRO DISTRICT DEFICIENT BRIDGE LIST

			STRUCTURALLY DEFICIENT						FUNCTIONALLY OBSOLETE				
BRIDGE NO	DECK AREA	STRUCT TYPE	DECK	SUPER	SUB	CULV	STR EVAL	WAT ADEQ	DECK GEOM	UNDR CLR	APPR ALIGN	STR EVAL	WAT ADEQ
27982	14,763	BRIDGE							7	3	8	7	N
27989	16,116	BRIDGE							2	6	8	7	N
27V87	13,470	BRIDGE							5	2	8	8	N
27V92	32,190	BRIDGE							9	3	9	N	N
27V95	38,758	BRIDGE							9	3	9	N	N
27V97	16,989	BRIDGE							9	3	9	8	N
27W09	15,303	BRIDGE							7	3	9	8	N
27W15	1	BRIDGE							2	9	9	8	N
27W27	29,800	BRIDGE							2	3	9	8	N
62006	11,192	BRIDGE							4	2	8	7	N
62007	8,553	BRIDGE							9	2	8	6	N
62011	11,364	BRIDGE							5	3	8	7	N
62014	18,865	BRIDGE							5	3	8	7	N
62017	196,495	BRIDGE							6	3	9	7	9
62029	11,672	BRIDGE							4	2	8	6	N
62030	12,990	BRIDGE							4	2	8	7	N
62033	4,654	BRIDGE							4	3	8	7	N
62034	4,628	BRIDGE							4	3	8	5	N
62701	5,915	BRIDGE							7	3	8	7	N
62705	3,496	BRIDGE							3	5	8	7	N
62719	17,716	BRIDGE							6	3	9	8	N
62732	19,860	BRIDGE							2	3	9	8	N
62803	22,137	BRIDGE							4	3	8	6	N
62808	17,212	BRIDGE							6	3	8	6	N
62812	10,782	BRIDGE							6	3	8	7	N
62836	6,765	BRIDGE							3	5	8	6	N
62844	9,166	BRIDGE							4	3	8	5	N
62845	16,506	BRIDGE							4	3	8	6	N
62853	12,777	BRIDGE							9	3	8	6	N
62888	14,102	BRIDGE							3	6	8	6	N
62894	14,411	BRIDGE							2	6	8	6	N
70003	43,821	BRIDGE							7	3	9	8	N
70041	18,171	BRIDGE							9	N	8	7	3
82818	21,114	BRIDGE							9	3	8	7	N
90381	2,610	BRIDGE							6	3	8	7	N
<b>DEFICIENT SUMMARY</b>			<b>STRUCTURALLY DEFICIENT SUMMARY</b>						<b>FUNCTIONALLY OBSOLETE SUMMARY</b>				
<b>APR. 2016 TOTAL DEF 164</b>			<b>APR. 2016 TOTAL SD 17</b>						<b>APR. 2016 TOTAL FO 147</b>				
DEF REPL/REM IN 2016 27			SD REPL/REM IN 2016 7						FO REPL/REM IN 2016 20				
BECAME DEF IN 2016 19			BECAME SD IN 2016 5						BECAME FO IN 2016 14				
<b>APR. 2017 TOTAL DEF 156</b>			<b>APR. 2017 TOTAL SD 15</b>						<b>APR. 2017 TOTAL FO 141</b>				