

Mn/DOT STRUCTURE INVENTORY SHEET

Bridge ID: 2440

TH 65 (3RD AVE S) OVER MISS R, BN RR& CITY STS

Date: 03/24/2005

* IDENTIFICATION * Agency Br. No. (6206) (RS 1) - 1 District 05 Maint. Area 5A County 53 HENNEPIN City 2585 MINNEAPOLIS Township Placecode 43000 Desc. Loc. 0.3 MI NE OF JCT TH 952A Sect. 23 Tnsp. 029N Range 24W Lat. 44d 59m 00s UTM-Y 4981147.56 Long. 93d 15m 13s UTM-X 479988.03 Toll Bridge (Road) NO Custodian 01-STATE Owner 01-STATE Report Juris. Year Built 1917 Yr Fed Rehab Year Remod. 1980 Temp. Skew 0 Plan Avail. 1-CENTRAL	* ROADWAY DATA * Route System (Fed) 3-MNTH Mn. Route System 03-MNTH Route Number 65 Roadway Name TH 65 (3RD AVE S) Roadway Function 1-MAINLINE Roadway Type 2-2 WAY TRAF Control Section 2710 BDG. Reference Point 001+00.716 Date Opened to Traffic 10-01-1980 Detour Length 1 mi Lanes 4 ON BRIDGE (1) ADT 18,500 HCA DT 370 ADT Year 2002 Functional Class 16-URB/MINOR ART Nat'l. Hwy. System 0-NOT NHS STRAHNET 0-NOT STRAHNET Truck Net 0-NOT TRUCKNET Fed. Lands Hwy. 0-N/A OnBaseNet 0-NOT BASENET	Def. Status 0-ADEQ Suff. Rating 91.5 * WATERWAY DATA * Drng. Area Wtrwy. Opening 99,999 sq ft Navigation Control 0-NO PERM REQD Nav. Vert./Hrz Clr. Nav. Vert. Lift Clr. MN Scour Code L-STBL;LOW RISK Scour Eval. Year 1993 * INSPECTION DATA * Inspection Date 09-16-2004 (ORBC) Inspection Frequency 24 Inspector METRO <table style="width: 100%;"> <tr> <th>Condition Codes</th> <th colspan="2">Appraisal Ratings</th> </tr> <tr> <td>Deck 6</td> <td>Struct. Eval.</td> <td>6</td> </tr> <tr> <td>Superstruct. 6</td> <td>Deck Geometry</td> <td>5</td> </tr> <tr> <td>Substruct. 5</td> <td>Underclearances</td> <td>9</td> </tr> <tr> <td>Chan. & Prot. 6</td> <td>Waterway Adeq'cy</td> <td>N</td> </tr> <tr> <td>Culvert N</td> <td>Appr. Alignment</td> <td>8</td> </tr> </table>	Condition Codes	Appraisal Ratings		Deck 6	Struct. Eval.	6	Superstruct. 6	Deck Geometry	5	Substruct. 5	Underclearances	9	Chan. & Prot. 6	Waterway Adeq'cy	N	Culvert N	Appr. Alignment	8																																																																							
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* BRIDGE SIGNS * Posted Load 0-NO SIGNS Traffic 0-NO SIGNS Horizontal 0-NO SIGNS Vertical 0-NO SIGNS																																																																																											

Mn/DOT STRUCTURE INVENTORY SHEET

Bridge ID: 2441

FRANKLIN (CSAH 5) OVER W RIVER RD & MISS RIV

Date: 03/24/2005

* IDENTIFICATION * Agency Br. No. (730) (RS 1) - 1 District 05 Maint. Area County 53 HENNEPIN City 2585 MINNEAPOLIS Township Placecode 43000 Desc. Loc. 0.5 MI E OF JCT CSAH 48 Sect. 30 Tnsp. 029N Range 23W Lat. 44d 57m 53s UTM-Y 4979069.00 Long. 93d 13m 15s UTM-X 482576.03 Toll Bridge (Road) NO Custodian 02-COUNTY Owner 02-COUNTY Report Juris. Year Built 1923 Yr Fed Rehab Year Remod. 1971 Temp. Skew 0 Plan Avail. 3-COUNTY	* ROADWAY DATA * Route System (Fed) 4-CNTY Mn. Route System 04-CSAH Route Number 5 Roadway Name FRANKLIN AVE E (CSAH 5) Roadway Function 1-MAINLINE Roadway Type 2-2 WAY TRAF Control Section BDG. Reference Point Date Opened to Traffic 12-01-1971 Detour Length 2 mi Lanes 4 ON BRIDGE (1) ADT 9,800 HCA DT ADT Year 2003 Functional Class 16-URB/MINOR ART Nat'l. Hwy. System 0-NOT NHS STRAHNET 0-NOT STRAHNET Truck Net 0-NOT TRUCKNET Fed. Lands Hwy. 0-N/A OnBaseNet 0-NOT BASENET	Def. Status 1-S.D. Suff. Rating 49.7 * WATERWAY DATA * Drng. Area Wtrwy. Opening 99,999 sq ft Navigation Control 1-PERM REQD Nav. Vert./Hrz Clr. 88.0 ft 285.0 ft Nav. Vert. Lift Clr. MN Scour Code R-CRIT;MONITOR Scour Eval. Year 1995
* STRUCTURE DATA * Service On 5-HWY;PED Service Under 6-HWY;STREAM Main Span 111 CONCR/DK ARCH MN Main Span 112 CONCR/ARCH MN MSpn Det Def V-OPEN SPANDREL ARC Appr. Span MN Appr. Span 109 CONC/SLAB SPAN MN ASpn Det Def Culvert Type Barrel Length No. Main Spans 5 No. Appr.Span 2 Total Spans 7 NBI Len. (?) YES Main Span Length 435.0 ft Structure Length 1,054.3 ft Abut. Mat'l. 1-CONCRETE Abut. Fnd. Type 2-SPRD/ROCK Pier Mat'l. 1-CONCRETE Pier Fnd. Type 2-SPRD/ROCK Deck Width 66.3 ft Deck Material 1-CIP CONC Wear Surf. Type 4-LO SLP CON Wear Surf. Inst. Yr. 1984 Wr. Crs/Fill Depth 0.17 ft Deck Membrane 0-NONE Deck Rebars N-NOT/APPL Deck Rebars Inst. Yr. Structure Area 69,900 sq ft Roadway Area 52,711 sq ft Swk Width L/R 7.0 ft 7.0 ft Curb Ht. L/R 0.8 ft 0.8 ft Rail L/R/FHWA 17 17 1-YES Ped. Fencing Hist. Significance 1-NATL REGISTER Bird Nests (?) NO	* ROADWAY CLEARANCES * If Divided NB-EB SB-WB Rdwy. Wid. Rd 1/Rd 2 50.0 ft Vrt. Clr. Ovr. Rd 1/Rd 2 Max Vert Clr Rd 1/ Rd 2 Horz U/Clr - Rd 1/Rd 2 Lat UndClr Left/Right RR UndClr Vert/Lat Appr. Surface Width 58.0 ft Median Width	* INSPECTION DATA * Inspection Date 11-30-2004 (OKGK) Inspection Frequency 12 Inspector PONTIS Condition Codes Appraisal Ratings Deck 5 Struct. Eval. 4 Superstruct. 4 Deck Geometry 3 Substruct. 4 Underclearances 9 Chan. & Prot. 7 Waterway Adeq'cy 8 Culvert N Appr. Alignment 6
No. Main Spans 5 No. Appr.Span 2 Total Spans 7 NBI Len. (?) YES Main Span Length 435.0 ft Structure Length 1,054.3 ft Abut. Mat'l. 1-CONCRETE Abut. Fnd. Type 2-SPRD/ROCK Pier Mat'l. 1-CONCRETE Pier Fnd. Type 2-SPRD/ROCK Deck Width 66.3 ft Deck Material 1-CIP CONC Wear Surf. Type 4-LO SLP CON Wear Surf. Inst. Yr. 1984 Wr. Crs/Fill Depth 0.17 ft Deck Membrane 0-NONE Deck Rebars N-NOT/APPL Deck Rebars Inst. Yr. Structure Area 69,900 sq ft Roadway Area 52,711 sq ft Swk Width L/R 7.0 ft 7.0 ft Curb Ht. L/R 0.8 ft 0.8 ft Rail L/R/FHWA 17 17 1-YES Ped. Fencing Hist. Significance 1-NATL REGISTER Bird Nests (?) NO	* ROADWAY TIS DATA * TIS 1st KEY TIS 2nd KE Route System 04 Route Number 25850005 High End 527 Low End 527 Direction N Reference Pt. 014+00.820 Interchg. Elem.	Other Inspection Codes Open, Posted, Clsd. A Rail Rating 1 Pier Protection 1 Appr. Guardrail Scour Critical 3 Appr. Trans. Deck Pct. Unsnd. Appr. Term. In Depth Inspections Y/N Freq. Last Insp. Frac. Critical Pinned Asbly. Underwater Y 60 10/2002 Spec. Feat.
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No. Main Spans 5 No. Appr.Span 2 Total Spans 7 NBI Len. (?) YES Main Span Length 435.0 ft Structure Length 1,054.3 ft Abut. Mat'l. 1-CONCRETE Abut. Fnd. Type 2-SPRD/ROCK Pier Mat'l. 1-CONCRETE Pier Fnd. Type 2-SPRD/ROCK Deck Width 66.3 ft Deck Material 1-CIP CONC Wear Surf. Type 4-LO SLP CON Wear Surf. Inst. Yr. 1984 Wr. Crs/Fill Depth 0.17 ft Deck Membrane 0-NONE Deck Rebars N-NOT/APPL Deck Rebars Inst. Yr. Structure Area 69,900 sq ft Roadway Area 52,711 sq ft Swk Width L/R 7.0 ft 7.0 ft Curb Ht. L/R 0.8 ft 0.8 ft Rail L/R/FHWA 17 17 1-YES Ped. Fencing Hist. Significance 1-NATL REGISTER Bird Nests (?) NO	* BRIDGE SIGNS * Posted Load 0-NO SIGNS Traffic 0-NO SIGNS Horizontal 0-NO SIGNS Vertical N-NOT APPL	* IMPROVEMENT DATA * Prop. Work Work By Prop. Structure Length 1,053.1 ft Width 39.4 ft Appr. Rdwy. Work Bridge Cost 3,458,000 Approach Cost Project Cost Data - Year/Method 2003 C-COMPUTER

1993

1992

MINNESOTA DEPARTMENT OF TRANSPORTATION - STRUCTURE INVENTORY

C.S. = 2710

DISTRICT - JURISDICTION

8/14/1992

IDENTIFICATION

STRUCTURE DATA

Suff Rating 59.7 S.D. Status

Br.No. (206) 2440 (1) 3

58 HWY, PED/HY, RR, S
Type of Service

District 5 Maint Area 5A

Type Main Span 112
BOLTED CONCRETE ARCH

County HENNEPIN

Type ST CONT BM SPAN 401
Approach Span

City MINNEAPOLIS

Township

Fract NON-APL /
Critl Member Proc DateMNTN 65 MAIN LINE
Route Number FunctionSpec1
Feat Member Proc Date

Rdwy Type 2-WAY ROAD

Culvert Type Length

3RD AVE / MISS R & BN RR
Name of Feature CrossedNo Spans 7 4 11
Main Appr Total

0.3 MI NE OF JCT TH 12

Descriptive Location

Length 236.7 1887.8 Ft
Max Spn Total

Sec 23 Twp 029 Rge 24W

SDWK WID Lt 8.0 Rt 8.0

Reference Pt 001+00.716

Rdwy Width OVER 58.7 14.0 14.0
If Divided Nb-Eb Sb-Wb44° 59.0' 93° 15.5'
Latitude Longitude

Deck Width (Out-Out) 81.6

Detour Length 01 Mi

Vert Clear Over Ft Ft

STATE HWY STATE HWY
Maint Resp Owner

Vert Clear Under 27.0 Ft 30.0 Ft

Fed-Aid System FAP NO

Feat = RR Hwy Ft Ft

19 16 URBAN MINOR ARTERIAL
Functional Classification

Underclear Lat 12.0 Rt 29.9 Lt 2.0

Year Built 1917 Rem 1980

Type Wearing Surface CONCRETE

Date Open To Traffic 10/80

Depth of W.C. & Fill 0.17 Ft

Lanes on Br 4 Under 7

LOW SLUMP CONC. OVERLAY 1980

18600 450 1990 93
A.D.T. HCA DT Year

Deck Protection System-Yr

Rdwy Appr Width 66 38 48 38
Shld Surf

Coated Rebar EPOXY 1980

Median 4' 10' Skew 00°

RAILINGS Type 23 23

Condition 8 8

Base Height 3'00" 3'00"

Curb Height 03" 0 03" 0

Approach Guardrails 0

Defense Sys YES NO Temp

Plan Available CENTRAL

SUBSTRUCTURE DATA

Abut CONCRETE FTNG/PILE

Pier CONCRETE SPRD/ROCK
Mater'l Foundat'n

WATERWAY DATA

B/10/91 K/91
Proc Scour Dr Area

Waterway Opening 99999

Navig Cntrl/Prot NO

Vert Horiz

APPROACH PANELS

Near 2A A
Far 2A A
Type Cond Length

PAINT DATA

Yr Pntd.....

Type.....6K

Area.....

% Unsound.....99

EXPANSION
DEVICE

Type.....K0

Condition.....1

Yr Instl.....80

CAPACITY RATINGS

Design Load HS20+MOD

Operating HS 31.0

Inventory HS 20.0

Posting LEGAL

Rating Date 04/80

Need New Rating NO

CONDITION CODES

APPRAISAL RATINGS

IMPROVEMENT DATA

Area 154044 110814
Structure RoadwayStructure Eval.....46
Deck Geometry.....5
Underclearances.....5
Safe Load Capacity.....9
Waterway Adequacy.....6
Approach Alignment.....8Prop Work REHAB DET
Prop Structure BRIDGE
Length 1888 Width 58
Prop Adt 18000 Year 2010
Appr Rdwy WorkSuperstructure.....47
Substructure.....76
Channel & Protection..8
Culvert & Wall.....N
Inspection Date 08/30/91
Insp. Freq..12 Plan

BRIDGE SIGNS

Posted Load 0 Traffic 0

Horizontal 0 Vertical 0

Bridge Cost \$1,000,000
Appr Cost

Project Cost

Yr of Improv Data 1992 (C)

Horiz 24?

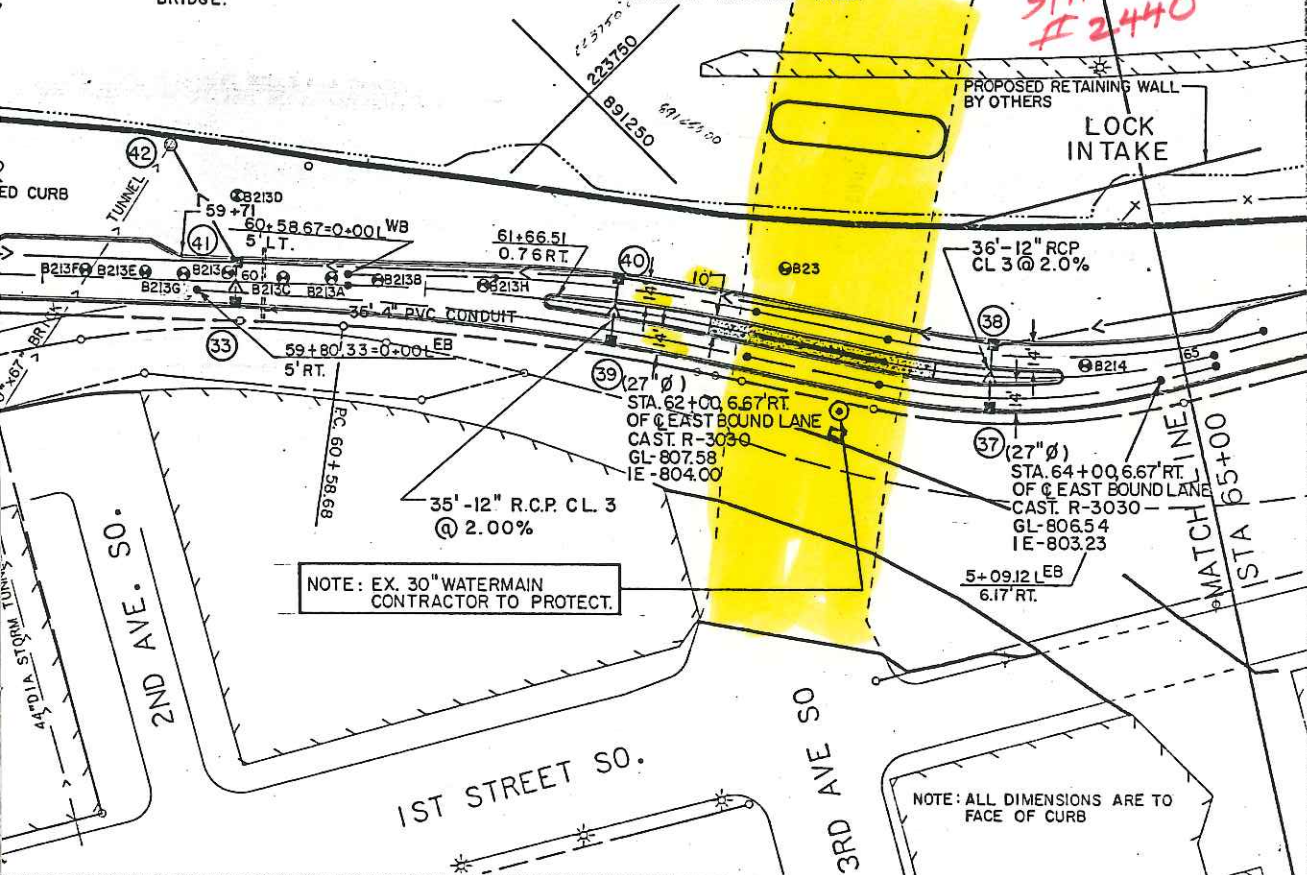
B.M. 819.38 T.N.H. 1ST STREET NO.
@ PLYMOUTH AVE. NO.
B.M. 803.53 BRASS CAP U.S.G.S. TOP
CONC. WALL NO. END STONE ARCH
BRIDGE.

NOTE: ALIGNMENT AND MEDIAN
CONTROLS SEE SHT. 7

NOTE: MEDIAN LEB 2+78-3+88 3" CONCRETE CAP
REMAINDER OF MEDIAN LANDSCAPING BY OTHERS,
PROVIDING TOPSOIL ONLY WITH THIS CONTRACT

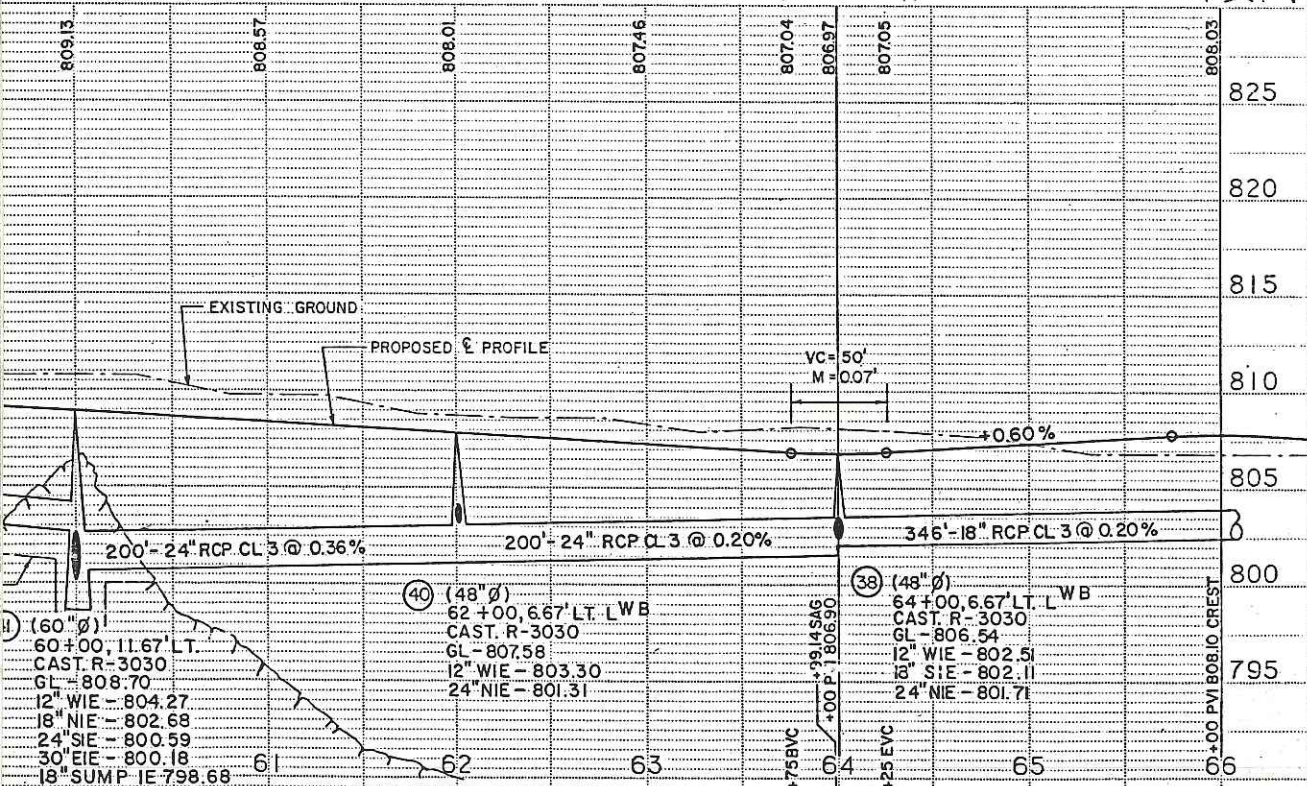
NOTE: SEE SHT. IIA FOR REMOVAL LIMITS OF
RAILROAD RETAINING WALL.

STATE
#2440



NOTE: EX. 30\"/>

NOTE: ALL DIMENSIONS ARE TO
FACE OF CURB



31
181
00.04

I hereby certify that this plan,
specification or report was
prepared by me or under my direct
supervision and that I am a duly
Registered Professional Engineer
under the State of Minn. Statutes
Sections 326.02 to 326.16.

Tony H. Newman

BROW
Bennett, Bengtson, Winkler, Jantz, Gurner
412-316-8188
Minneapolis, Minnesota

DESIGN BY: BGM, J.L.P.
DRAWN BY: D.J.T.

ORIGINAL DATE: 4/14/86
REVISIONS:

SURVEY BK. NO.
8170

MINNEAPOLIS PARK &
RECREATION BOARD
WEST RIVER PARKWAY

ROADWAY / DRAINAGE
51+00 TO 65+00

SHEET 11 OF 27
DESIGN FILE

UNDERWATER BRIDGE INSPECTION REPORT

STRUCTURE NO. 2440
MINNESOTA STATE HIGHWAY NO. 65
OVER
THE MISSISSIPPI RIVER
DISTRICT 5 - HENNEPIN COUNTY



PREPARED FOR THE
MINNESOTA DEPARTMENT OF TRANSPORTATION
BY
COLLINS ENGINEERS, INC.
JOB NO. 1422 (67)

MINNESOTA DEPARTMENT OF TRANSPORTATION
UNDERWATER BRIDGE INSPECTION

REPORT SUMMARY:

The substructure units inspected at Bridge No. 2440, Piers 1, 2, 5, 6 and 7, were found to be generally in fair condition with no defects of major structural significance. The channel bottom around the substructure is presently stable with no evidence of significant localized scour.

INSPECTION FINDINGS:

- (A) The concrete surfaces of the piers were generally lightly to moderately scaled with exposed aggregate from the waterline to the top of the footing bell.
- (B) Portions of the footing bell were exposed at all of the piers. The vertical exposure, including the footing bevel ranged between 0 and 10 feet.
- (C) At Piers 1 and 5, there were undermining pockets present at the upstream noses, with the maximum penetration under the footing being approximately 3 feet. The undermining, as well as much of the footing exposure at all of the piers, appears to be the result of a long term, overall degradation of the channel bottom, rather than a localized scour condition.
- (D) A spalled area was present on Pier 2 which had exposed steel reinforcement.
- (E) Concrete and steel reinforcing debris along with random timber drift was found around each of the piers.

RECOMMENDATIONS:

- (A) Perform scour and foundation stability analysis for Piers 1 and 5.
- (B) Place concrete in the undermined areas at Piers 1 and 5 unless other countermeasures are dictated by analysis.

- (C) Perform soundings at all substructure units after periods on high water until scour countermeasures are in place of if deemed unnecessary by the analysis.
- (D) Cover the exposed reinforcement with epoxy grout to inhibit further deterioration.
- (E) Inspect all substructure units underwater at an interval not to exceed five years unless soundings warrant more frequent inspection.

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota.


Date 11/7/92 Registration No. 21471

Respectfully submitted,

COLLINS ENGINEERS, INC.



Daniel G. Stromberg
Registered Professional
Engineer, State of
Minnesota

MINNESOTA DEPARTMENT OF TRANSPORTATION
UNDERWATER BRIDGE INSPECTION

1. BRIDGE DATA

Bridge Number: 2440

Feature Crossed: Mississippi River

Feature Carried: Minnesota State Highway No. 65

Location: District 5, Hennepin County, Minnesota

Bridge Description: Bridge No. 2440 consists of a seven span concrete arch superstructure and two small approach structures. The concrete arches are supported by eight reinforced concrete piers, numbered 1 to 8 starting from the southerly end of the bridge.

2. INSPECTION DATA

Professional Engineer: Daniel G. Stromberg
State of Minnesota, P.E. No. 21491

Dive Team: Daniel G. Stromberg, Clayton G. Brookins, Erik M. Snell

Date: October 11, 1991

Weather Conditions: Sunny, $\pm 65^{\circ}$ F

Underwater Visibility: ± 2 feet

Waterway Velocity: ± 2 f.p.s.

3. SUBSTRUCTURE INSPECTION DATA

Substructure Inspected: Piers 1, 2, 5, 6 and 7

General Shape: The piers shafts are rectangular with rounded noses and bell-out to form a rectangular spread footing, with either square or rounded noses, that rests on rock.

Maximum Water Depth at Substructure Inspected: Approximately 15'-0".

4. WATERLINE DATUM

Water Level Reference: Bottom of arch at Pier 5.
Elevation = 98.25

Water Surface: Approximately 5'-11" below reference.
Waterline Elevation = 92.33

5. NBIS CODING INFORMATION (Minnesota specific codes used for 92B and 113)

Item 60: Substructure: Code 6

Item 61: Channel and Channel Protection: Code 6

Item 92B: Underwater Inspection: Code B/10/91

Item 113: Scour Critical Bridges: Code No Change*

Bridge is scour critical because abutment or pier foundation is rated as unstable due to observed scour at bridge site.

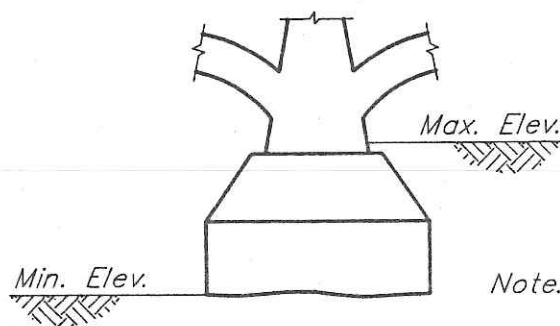
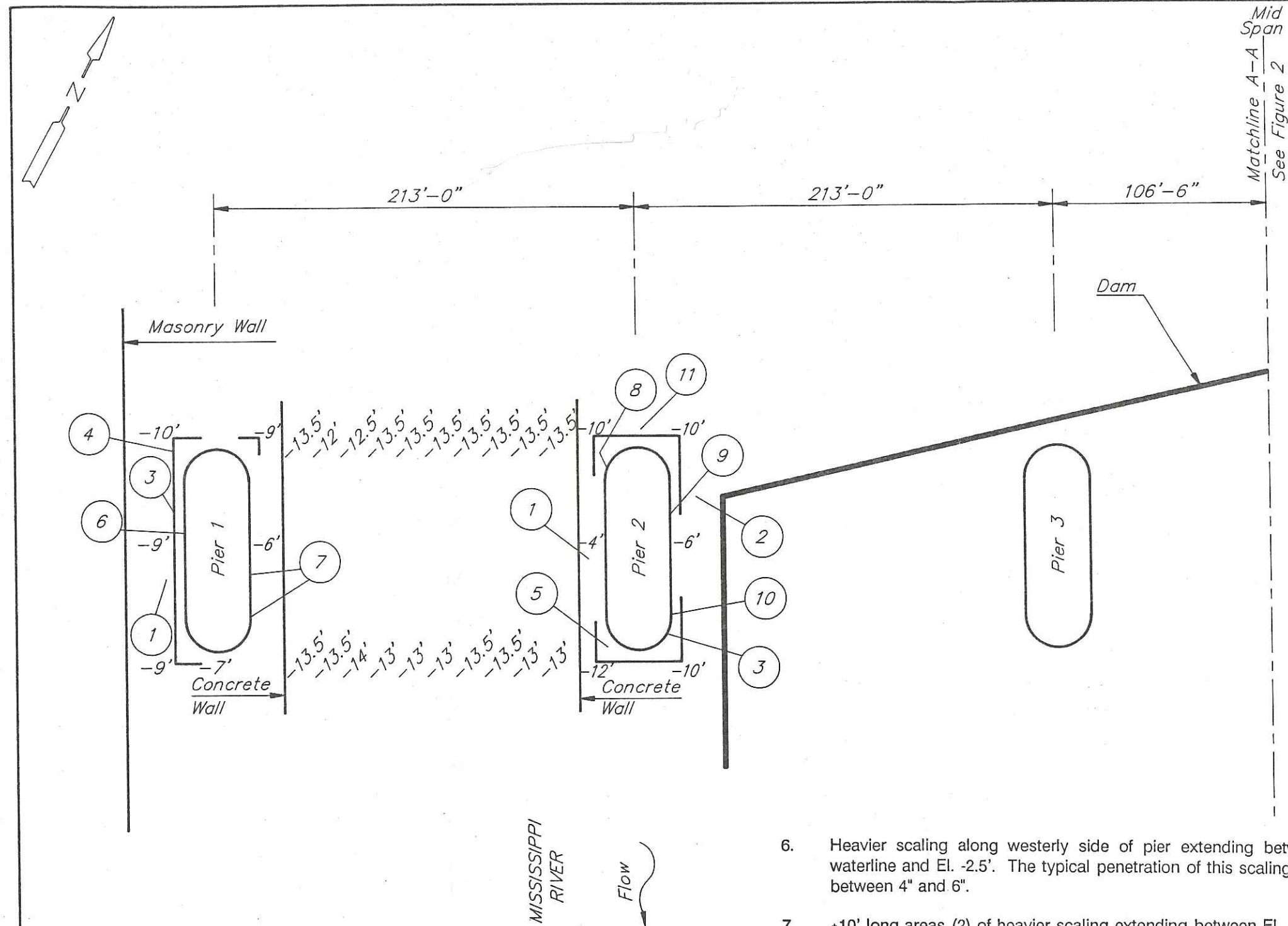
 Yes X No

(NOTE: Bridges may also be scour critical if abutment or pier foundations are rated as unstable due to scour potential as determined by a scour evaluation study.)

If Yes, Code "D".

If No, Code "No Change"

* Extent of undermining at Piers 1 and 5 is presently insignificant compare to overall size of footing. Although footings are supposed to be resting on rock, a scour and foundation stability analysis should still be performed to determine if further undermining can occur.



Note: Design plans indicate footing bells cast on rock channel bottom.

TYPICAL END VIEW OF PIERS
N.T.S.

6. Heavier scaling along westerly side of pier extending between waterline and El. -2.5'. The typical penetration of this scaling was between 4" and 6".
7. ±10' long areas (2) of heavier scaling extending between El. +2.5' and El. -2.5'. The typical penetration of this scaling was between 3" and 4".
8. ±10' long spalled area extending between waterline to El. -2.5', with maximum penetration of ±3".
9. ±10' long spalled area extending between El. +6' to El. -2.5', with maximum penetration of ±6" and exposed reinforcing steel.
10. ±8' long spalled area extending between El. +5' to El. -2.5', with maximum penetration of ±6".
11. Light accumulation of timber debris on channel bottom.

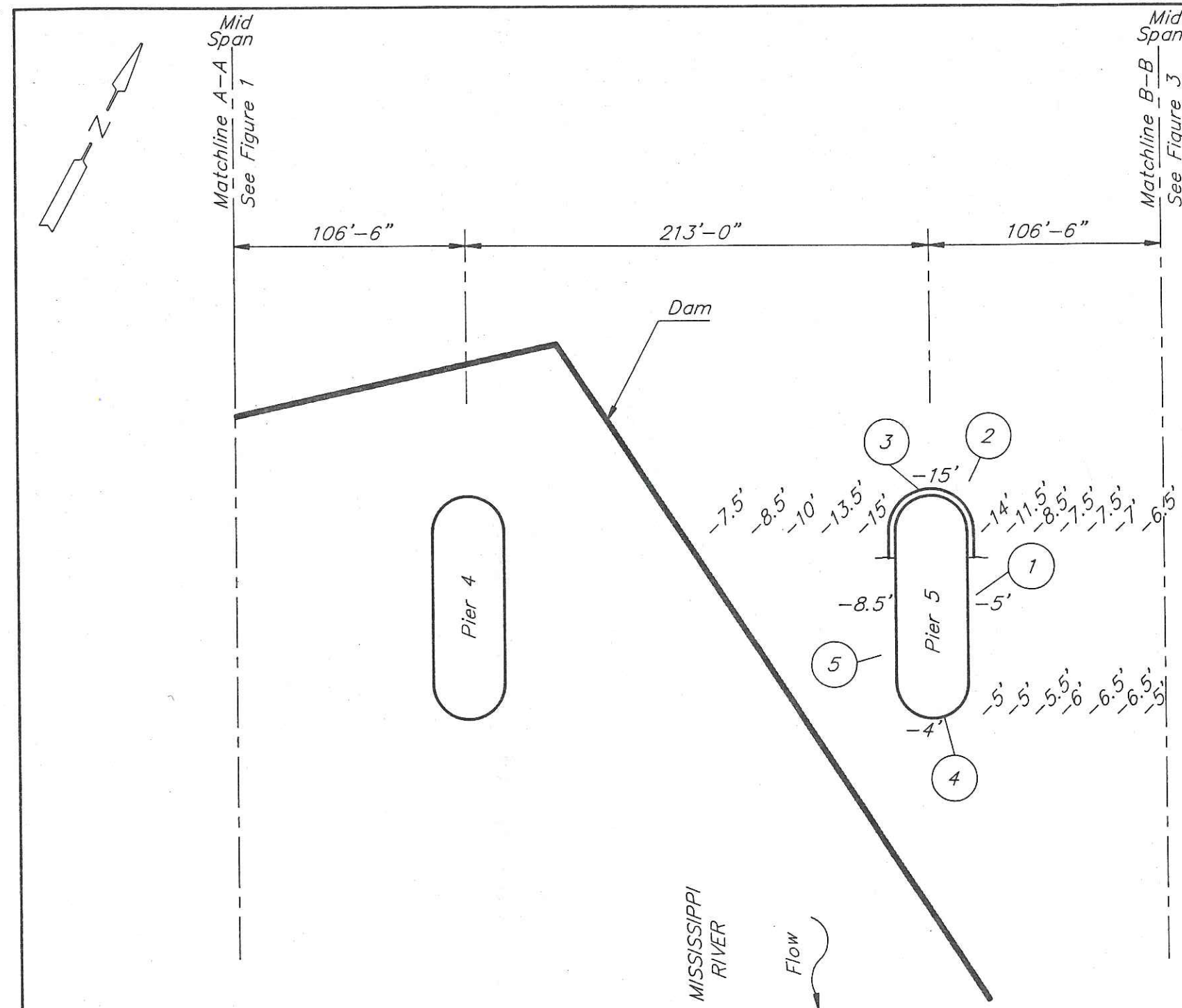
GENERAL NOTES:

1. Only Piers 1, 2, 5, 6 and 7 were to be inspected at this bridge.
2. The waterline reference was taken at Pier 5. The distance from the bottom of the arch at the pier face to the waterline at the time of the inspection was approximately 5'-11" which corresponds to a waterline elevation of 92.93 based on available design drawings. For soundings and inspection notes, the waterline elevation is assumed to be 0.0'.
3. All of the pier shafts were lightly to moderately scaled with exposed aggregate from the waterline to the top of the footing bell (El. -2.5'). The typical penetration of this scaling was between 1" and 2". Areas of heavier scaling and/or spalling are identified in the inspection notes.
4. The exposed footing surfaces were often irregular and rough from original forming with penetrations upto 1 1/2".
5. Soundings were taken along bridge fascias at superstructure vertical members.
6. Channel bottoms shown on end view are not to scale, and are intended to approximate the maximum and minimum conditions observed. See sounding plan for actual channel bottom locations.

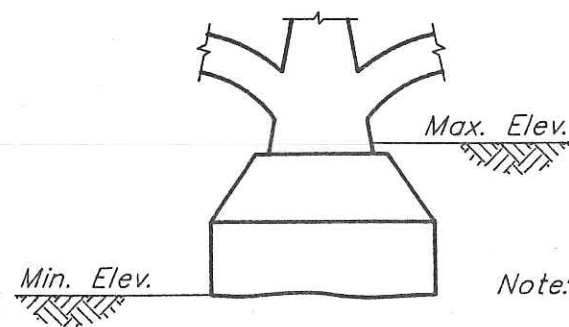
INSPECTION NOTES:

1. Channel bottom material within 6' of the substructure unit was mostly 2" to 1' diameter stone with some gravel and no appreciable probe rod penetrations.
2. Channel bottom material was smooth exposed bedrock at upstream half of pier extending to dam.
3. Much concrete and steel reinforcing debris on channel bottom all around pier.
4. Vertical face of footing bell exposed as shown with undermining pockets (2) at the upstream and westerly sides. Cavities were ±2' long with a maximum height of ±1' and a maximum penetration under the footing of ±3'. Vertical height of footing exposed at undermining was ±8', including the footing bevel.
5. Vertical face of footing bell exposed as shown with maximum height, including the footing bevel, of ±9' at the southerly corner.

COLLINS ENGINEERS, INC. 165 N. CANAL ST. CHICAGO, IL. 60606	MINNESOTA DEPARTMENT OF TRANSPORTATION UNDERWATER BRIDGE INSPECTION	
	STRUCTURE NO. 2440 OVER THE MISSISSIPPI RIVER DISTRICT 5, HENNEPIN COUNTY INSPECTION AND SOUNDING PLAN	
	DRAWN BY: PAR	CHECKED BY: EMS
	DATE: OCTOBER, 1991	FIGURE 1



SOUNDING PLAN
N.T.S.



TYPICAL END VIEW OF PIERS
N.T.S.

Note: Design plans indicate footing bells cast on rock channel bottom.

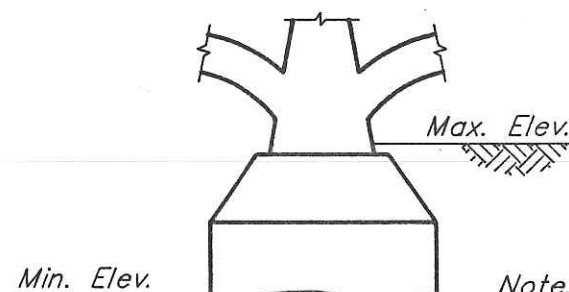
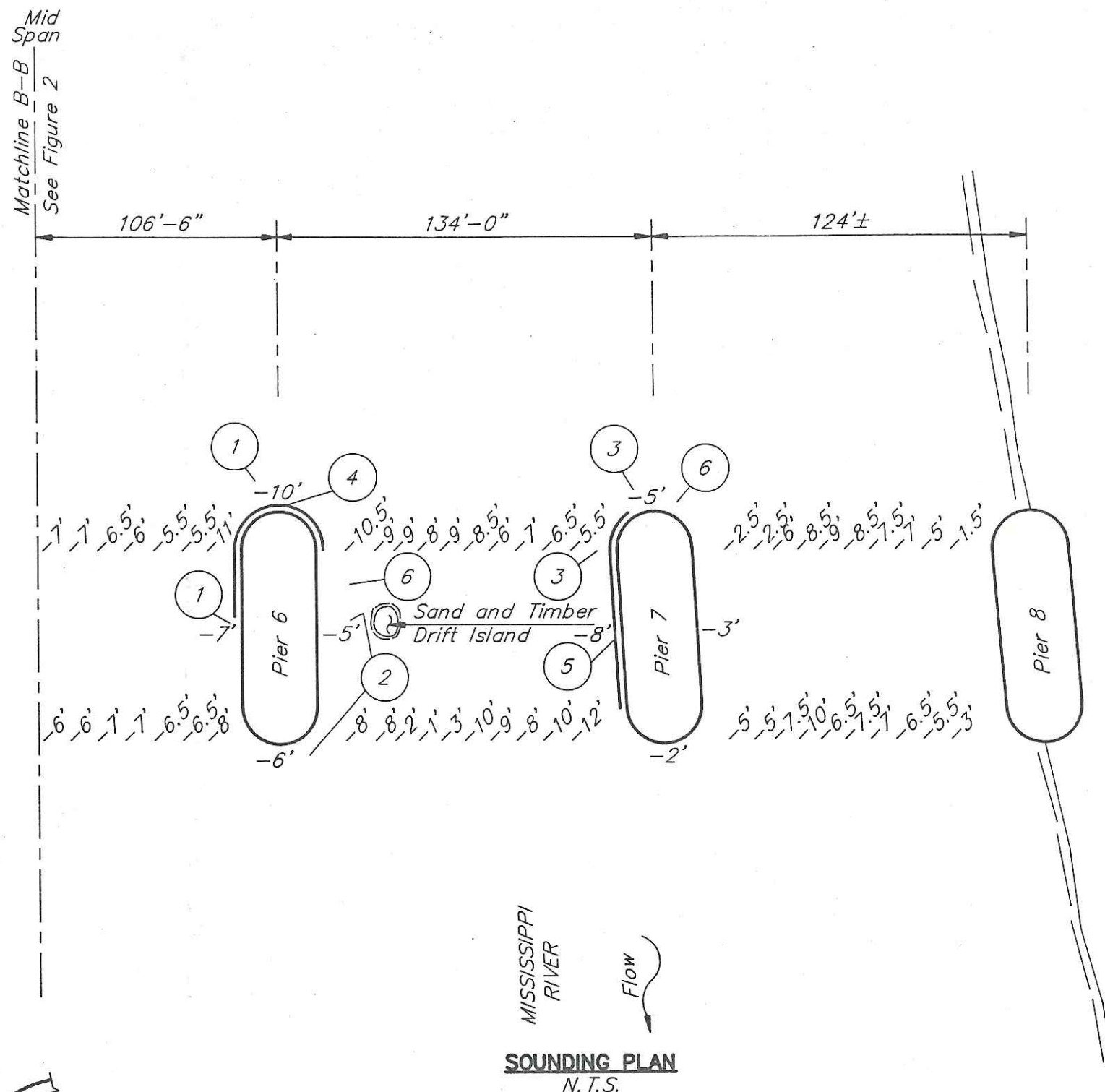
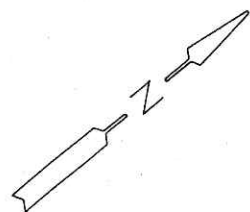
GENERAL NOTES:

- Only Piers 1, 2, 5, 6 and 7 were to be inspected at this bridge.
- The waterline reference was taken at Pier 5. The distance from the bottom of the arch at the pier face to the waterline at the time of the inspection was approximately 5'-11" which corresponds to a waterline elevation of 92.93 based on available design drawings. For soundings and inspection notes, the waterline elevation is assumed to be 0.0'.
- All of the pier shafts were lightly to moderately scaled with exposed aggregate from the waterline to the top of the footing bell (El. -2.5'). The typical penetration of this scaling was between 1/2" and 1". Areas of heavier scaling and/or spalling are identified in the inspection notes.
- The exposed footing surfaces were often irregular and rough from original forming with penetrations upto 1 1/2".
- Soundings were taken along bridge fascias at superstructure vertical members.
- Channel bottoms shown on end view are not to scale, and are intended to approximate the maximum and minimum conditions observed. See sounding plan for actual channel bottom locations.

INSPECTION NOTES:

- Channel bottom material within 6' of the substructure unit was sand with probe rod penetrations of $\pm 6"$.
- Much concrete and steel reinforcing debris on channel bottom around upstream and easterly sides of pier.
- Vertical face of footing bell exposed as shown with undermining pocket at westerly side of upstream nose. Cavity was $\pm 10'$ long with a maximum height of 2' to 3' and a maximum penetration under the footing of $\pm 3'$. Vertical height of footing exposed to the undermining was $\pm 10'$, including the footing level.
- $\pm 15'$ long area of heavier scaling extending between waterline and El. -1.5'. The typical penetration of this scaling was between 2" and 3".
- Heavy accumulation of timber debris extending from the channel bottom to above the waterline.

COLLINS ENGINEERS, INC. 165 N. CANAL ST. CHICAGO, IL. 60606	MINNESOTA DEPARTMENT OF TRANSPORTATION UNDERWATER BRIDGE INSPECTION	
	STRUCTURE NO. 2440 OVER THE MISSISSIPPI RIVER DISTRICT 5, HENNEPIN COUNTY INSPECTION AND SOUNDING PLAN	
	DRAWN BY: PAR	CHECKED BY: EMS
	DATE: OCTOBER, 1991	FIGURE 2



Note: Design plans indicate footing bells cast on rock channel bottom.

TYPICAL END VIEW OF PIERS
N.T.S.

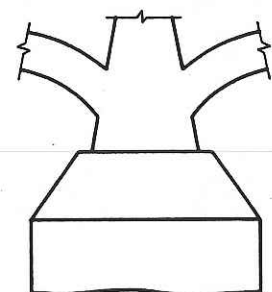
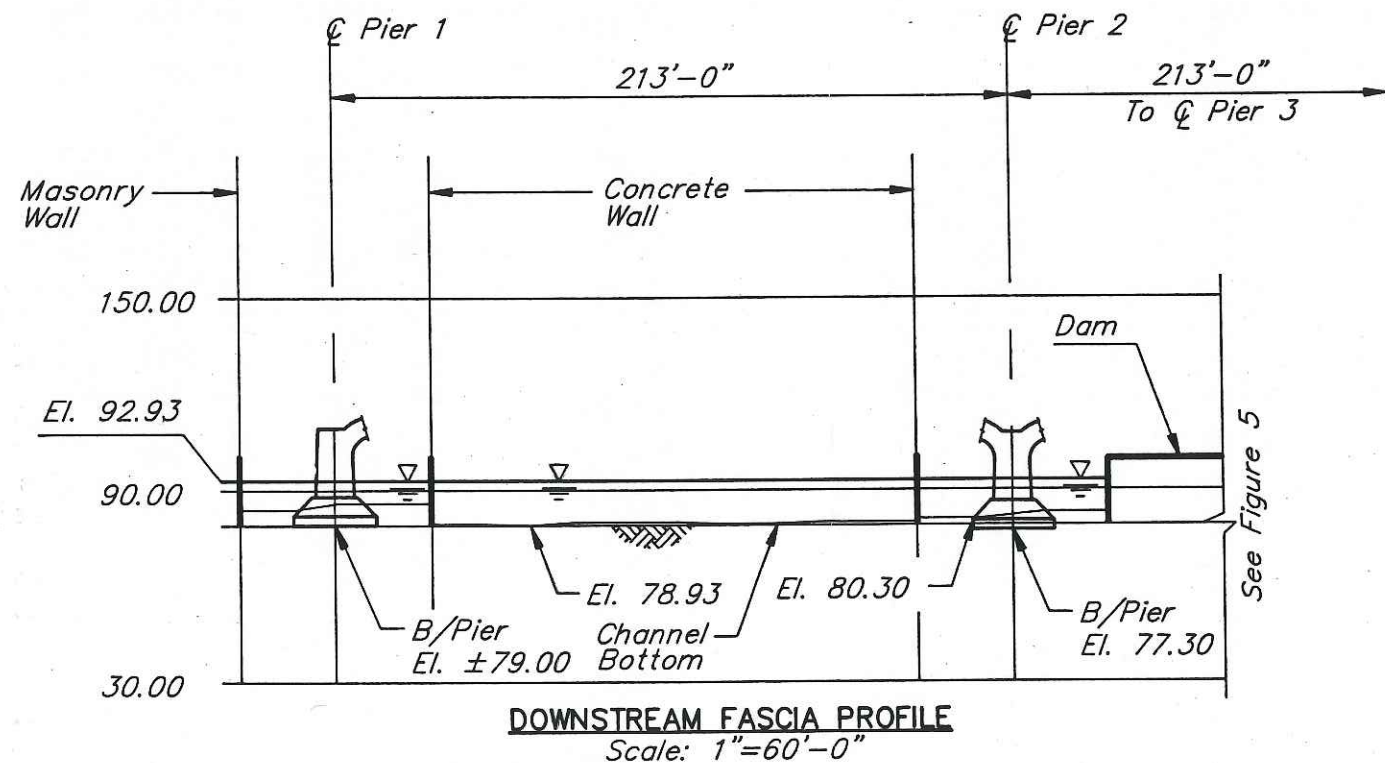
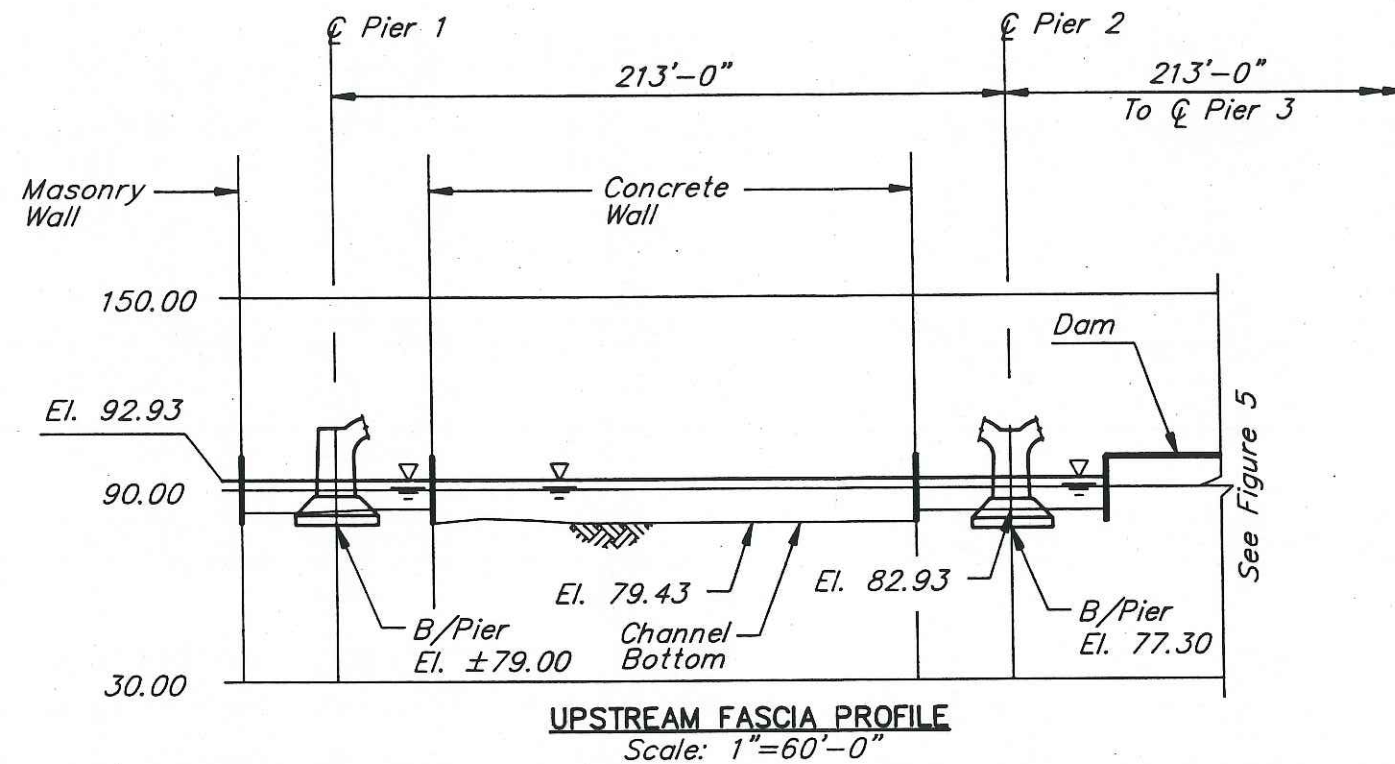
GENERAL NOTES:

1. Only Piers 1, 2, 5, 6 and 7 were to be inspected at this bridge.
2. The waterline reference was taken at Pier 5. The distance from the bottom of the arch at the pier face to the waterline at the time of the inspection was approximately 5'-11" which corresponds to a waterline elevation of 92.93 based on available design drawings. For soundings and inspection notes, the waterline elevation is assumed to be 0.0'.
3. All of the pier shafts were lightly to moderately scaled with exposed aggregate from the waterline to the top of the footing bell (El. -2.5'). The typical penetration of this scaling was between 1/2" and 1". Areas of heavier scaling and/or spalling are identified in the inspection notes.
4. The exposed footing surfaces were often irregular and rough from original forming with penetrations upto 1 1/2".
5. Soundings were taken along bridge fascias at superstructure vertical members.
6. Channel bottoms shown on end view are not to scale, and are intended to approximate the maximum and minimum conditions observed. See sounding plan for actual channel bottom locations.

INSPECTION NOTES:

1. Channel bottom material within 6' of the substructure unit was a gravel and sand mixture with probe rod penetrations of ± 4 ".
2. Channel bottom material within 6" of the substructure unit was sand with probe rod penetrations of ± 6 ".
3. Much concrete and steel reinforcing debris on channel bottom.
4. Vertical face of footing bell exposed as shown with maximum height, including the footing bevel, of $\pm 8'$ around upstream nose.
5. Vertical face of footing bell exposed as shown with maximum height, including the footing bevel, of $\pm 3'$ at middle of westerly side.
6. Light accumulation of timber debris on channel bottom.

COLLINS ENGINEERS, INC. 165 N. CANAL ST. CHICAGO, IL. 60606	MINNESOTA DEPARTMENT OF TRANSPORTATION UNDERWATER BRIDGE INSPECTION	
	STRUCTURE NO. 2440 OVER THE MISSISSIPPI RIVER DISTRICT 5, HENNEPIN COUNTY INSPECTION AND SOUNDING PLAN	
	DRAWN BY: PAR	CHECKED BY: EMS
	DATE: OCTOBER, 1991	FIGURE 3



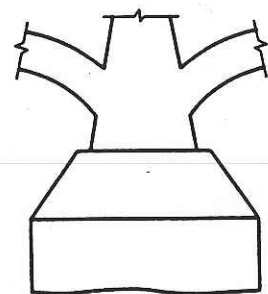
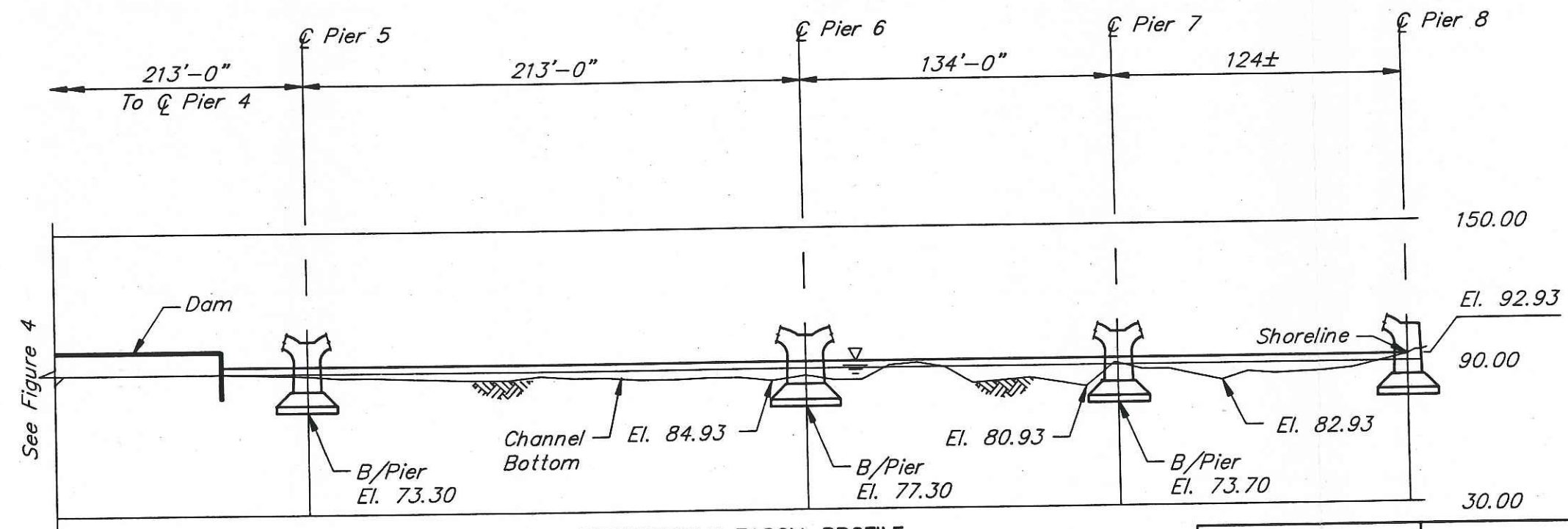
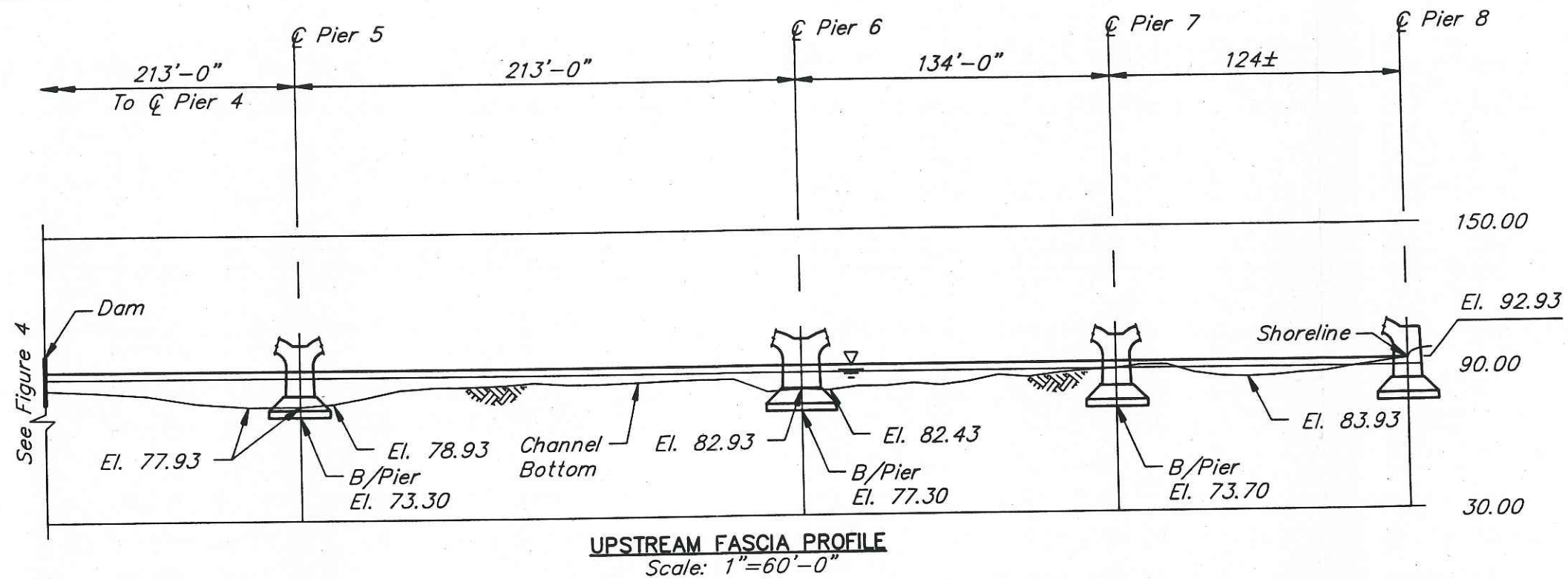
TYPICAL END VIEW OF PIERS
N.T.S.

Note: Design plans indicate footing bells cast on rock channel bottom.

GENERAL NOTES:

1. The waterline reference was taken at Pier 5. The distance from the bottom of the arch at the pier face to the waterline at the time of the inspection was approximately 5'-11" which corresponds to a waterline elevation of 92.93 based on available design drawings.
2. Profiles are based on soundings taken at substructure units and along bridge fascias below the location of substructure vertical members.

COLLINS ENGINEERS, INC. 165 N. CANAL ST. CHICAGO, IL. 60606	MINNESOTA DEPARTMENT OF TRANSPORTATION UNDERWATER BRIDGE INSPECTION	
	STRUCTURE NO. 2440 OVER THE MISSISSIPPI RIVER DISTRICT 5, HENNEPIN COUNTY	
	UPSTREAM AND DOWNSTREAM FASCIA PROFILES	
	DRAWN BY: PAR	CHECKED BY: DGS
DATE: OCTOBER, 1991		FIGURE 4



TYPICAL END VIEW OF PIERS
N.T.S.

Note: Design plans indicate footing bells cast on rock channel bottom.

GENERAL NOTES: Scale: 1"=60'-0"

1. The waterline reference was taken at Pier 5. The distance from the bottom of the arch at the pier face to the waterline at the time of the inspection was approximately 5'-11" which corresponds to a waterline elevation of 92.93 based on available design drawings.
2. Profiles are based on soundings taken at substructure units and along bridge fascias below the location of substructure vertical members.

COLLINS ENGINEERS, INC.

165 N. CANAL ST.

CHICAGO, IL. 60606

MINNESOTA
DEPARTMENT OF TRANSPORTATION
UNDERWATER BRIDGE INSPECTION

STRUCTURE NO. 2440
OVER THE MISSISSIPPI RIVER
DISTRICT 5, HENNEPIN COUNTY
UPSTREAM AND DOWNSTREAM FASCIA PROFILES

DRAWN BY: PAR

CHECKED BY: DGS

DATE: OCTOBER, 1991

FIGURE 5



Photograph 1. Bridge No. 2440, 10/11/91.
View of Pier 1 Looking Northeast.



Photograph 2. Bridge No. 2440, 10/11/91.
View of Pier 2 Looking East.



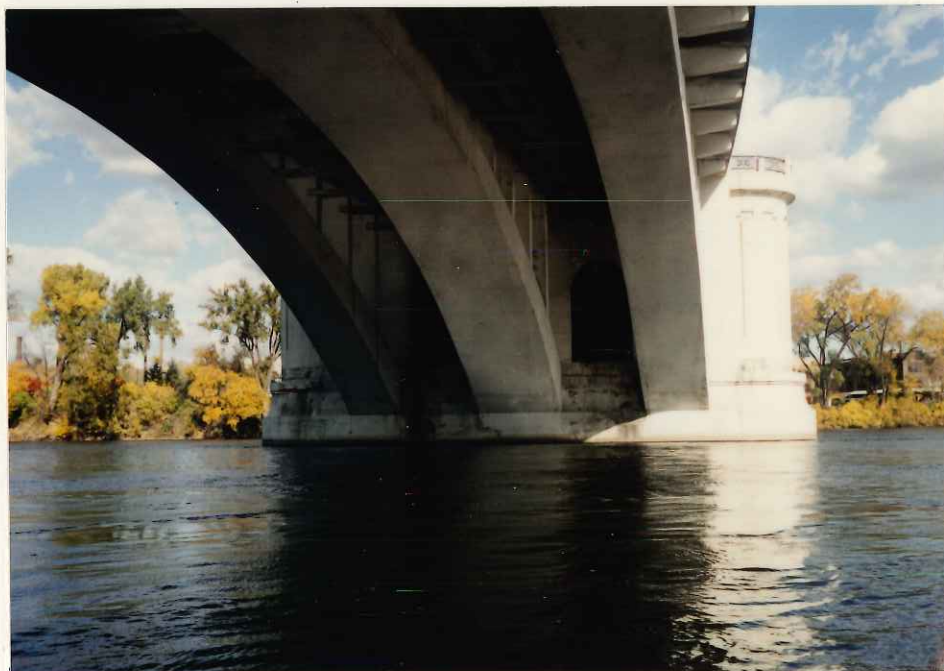
Photograph 1. Bridge No. 2440, 10/11/91.
View of Pier 1 Looking Northeast.



Photograph 2. Bridge No. 2440, 10/11/91.
View of Pier 2 Looking East.



Photograph 3. Bridge No. 2440, 10/11/91.
View of Pier 3 Looking South.



Photograph 4. Bridge No. 2440, 10/11/91.
View of Pier 6 Looking North.



Photograph 5. Bridge No. 2440, 10/11/91.
View of Pier 7 Looking North.

MINNESOTA DEPARTMENT OF TRANSPORTATION
OFFICE OF BRIDGES AND STRUCTURES

UNDERWATER INSPECTION CONDITION RATING FORM

BRIDGE NO. 2440 INSPECTION DATE October 11, 1991
INSPECTORS Collins Engineers, Inc.
ON-SITE TEAM LEADER Daniel G. Stromberg
WATERWAY CROSSED Mississippi River

NOTE: USE ALL APPLICABLE CONDITION CODE
DEFINITIONS AS DEFINED IN THE MINNESOTA
RECORDING AND CODING GUIDE INCLUDING GENERAL,
SUBSTRUCTURE, CHANNEL AND PROTECTION, AND
CULVERTS AND WALL DEFINITIONS TO COMPLETE
THIS FORM.

CONDITION RATING

UNIT REFERENCE NO.	UNIT DESCRIPTION	DEPTH OF WATER	SUBSTRUCTURE						CHANNEL					GENERAL					
			PILING	COLUMNS, SHAFTS, OR FACES *	FOOTINGS	DISPLACEMENT	OTHER	OVERALL SUBSTRUCTURE CONDITION CODE. *	SCOUR	EMBANKMENT EROSION	EMBANKMENT PROTECTION	OTHER (Depths)	OVERALL CHANNEL & PROTECTION CONDITION	CONCRETE	STEEL	TIMBER	LOSS OF SECTION	PREVIOUS REPAIR OR MAINTENANCE	OTHER
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	Pier 1	6'-10'	2	6	7	9	2	6	6	2	2	6	6	5	2	2	5	2	2
	Pier 2	4'-12'	2	6	7	9	2	6	6	2	2	6	6	5	2	2	5	2	2
	Pier 5	4'-15'	2	6	7	9	2	6	6	2	2	6	6	5	2	2	5	2	2
	Pier 6	5'-10'	2	7	7	9	2	7	6	2	2	7	6	6	2	2	6	2	2
	Pier 7	2'-8'	2	7	7	9	2	7	6	2	2	6	6	6	2	2	6	2	2

REMARKS: Light to moderate deterioration of the shaft concrete,
consisting of scaling with some spalling, was present at each pier. Penetrations
into the concrete ranged between 1/2" and 6" and at one location reinforcing steel
was exposed. Portions of the footings were exposed at each pier with some small
undermining pockets present at Piers 1 and 5. The undermining cavities and footing exposure
in general, appear to be the result of overall degradation of the channel bottom.

NOTES: ATTACH SKETCHES AS NEEDED. IDENTIFY REMARK BY REFERRING TO UNIT REFERENCE NO. AND REMARK NO.
* USE GENERAL SECTION TO IDENTIFY OVERALL PRESENCE OF SPALLS, CRACKS, CORROSION, ETC.

MINNESOTA DEPARTMENT OF TRANSPORTATION
OFFICE OF BRIDGES AND STRUCTURES
DAILY DIVING REPORT

INSPECTORS Collins Engineers, Inc. DATE October 11, 1991

ON-SITE TEAM LEADER Daniel G. Stromberg

BRIDGE NO. 2440 WEATHER Sunny, $\pm 65^{\circ}\text{F}$

WATERWAY CROSSED Mississippi River

DIVING OPERATION: ☒ SCUBA ☐ SURFACE SUPPLIED AIR
☐ OTHER

PERSONNEL: Daniel G. Stromberg, Clayton G. Brodems, Erik M. Snell

EQUIPMENT: Scuba set-up, 14 ft. boat & motor, U/W Camera, Fathometer, Lead Line

TIME IN WATER: 1:00 p.m.

TIME OUT OF WATER: 4:30 p.m.

WATERWAY DATA: VELOCITY $\pm 1.5 \text{ fps}$

VISIBILITY $\pm 2 \text{ feet}$

DEPTH 3 to 15 feet at the substructure units inspected

ELEMENTS INSPECTED Piers 1, 2, 5, 6 and 7

REMARKS The face of all the pier shafts from the water line down to the top of footing bell are moderately to heavily scaled, with much exposed aggregate, maximum penetrations of 6" and typical penetrations of 1". The footing surfaces when exposed are often rough and irregular. At the upstream ends of Piers 1 and 5 the footing is undermined back as much as 3 feet. Concrete/reinforcing steel and steel debris is all around each of the piers and at several location timber debris is also present.

FURTHER ACTION NEEDED ☒ YES ☐ NO

- The extent of undermining of the two pier footings is presently insignificant when compared to the enormous size of the footings in plan. A scour and foundation stability analysis should be performed, however, to determine to what extent the scour could progress and if the substructure units are scour critical.
- As a minimum, concrete should be placed in and around the areas of undermining. Any scour countermeasures required by analysis should also be placed.
- Soundings should be performed after unusually high water events until scour countermeasures are in place or deemed unnecessary by analysis.
- Reinspect underwater at the normal maximum interval of 5 years, unless soundings warrant a sooner inspection.

WORK DESCRIPTION -----

RECONSTRUCTION P&S T&T

(Replaced north & south appurtenant spans)
Replaced deck & cap beams

P&S T&T no 2710-21

let 7-6-79

BID PRICE - \$8,320,148.40

Mn/DOT Office of Bridges & Structures



Office Memorandum

DATE : August 24, 1993

TO : Attendees

FROM : Andrea C. H. Hendrickson
Hydraulics Engineer

PHONE : (612) 582-1185

SUBJECT : August 12, 1993 D-5 Interdisciplinary Meeting Minutes

*Matt Please upgrade
the Scour codes*

Thanks Andrea

5. Bridge 2440 - TH 65 over the Mississippi River

Barr Engineering completed a scour evaluation of this bridge. The bridge has spread footings on Platteville Limestone, a semi-erodible rock. Most of the rock face shows negligible erosion even after 76 years. The 1991 Collins underwater inspections notes cavities at piers 1 and 5. Erosion is not extensive when compared to the size of the footings. The erosion appears to be due to long term bed changes. Considering the rock type and site history scour occurs over an extended period, rapid erosion of the rock under the foundations resulting in a catastrophic bridge failure is unlikely. The bridge should continue to have regular underwater inspections during which the eroded sections should be emphasized. Erosion should be repaired when necessary.

ACTION: The scour code in the Bridge Inventory will be upgraded to 'L' - Stable - Scour Evaluation Complete, bridge judged to be low risk of failure due to scour.

CITY OF MINNEAPOLIS
1991 BRIDGE INSPECTION REPORT

1. IDENTIFICATION: CITY #6206 MN/DOT #2440 RR # _____ INSPEC. DATE 6/28/91

LOCATION: 3rd Avenue over Mississippi River

POSTED LIMIT: _____

INSPECTED & *RH Dallman*

REVIEWED

PREPARED BY: RHD, GES

BY: *John H. Hovde*

2. CONDITION & SUGGESTED IMPROVEMENT:

	RATING	
	1990	1991
RAILING: GOOD- All the nuts are rusty.	8	8
CURB: GOOD- "J" barriers have some cracks and spalls.	8	8
ROADWAY: GOOD- Some scaling, transverse cracks and map cracking.	8	8
SUBSURFACE: GOOD- Some map cracks and spalls.	8	8
SIDEWALK: GOOD- Some pop outs and transverse cracks.	5	7
SUBSURFACE: GOOD- Some cracks with efflorescence.	8	8
STRINGERS: GOOD- Signs of seepage, efflo & rust stains on many floor beams. Some floor beam noses are heavily spalled and cracked.	7	7
(Arches): GOOD- Some map cracks, longitudinal cracks and spalls.	8	8
EXPANSION DEVICES: GOOD- Full of dirt.		7
PIER BENTS: GOOD- Many map cracks, spalls and rust stains on the arch columns. The pier West of the river has horizontal and vertical cracks. The first pier East of the water has signs of seepage as does the third pier from the East. Some scour at the water lines.	7	7
ABUTMENTS: GOOD- Signs of seepage and minor fire damage.	8	8
WALLS: GOOD- S.E. wall is pushed South 0.29' and is cracked and heavily spalled. N.E. is scaling.	7	7
WARNING LIGHTS: Navigational Lights: GOOD-		8
LIGHTING: FAIR- Three standards are missing on the South and wires are exposed. All bases are heavily greased.	5	6
OTHER: Large pigeon population.		
3. GENERAL CONDITION & REMARKS: GOOD- Some vibration under load.	8	8

4. RECOMMENDED IMPROVEMENTS AND REPAIRS:

ESTIMATED COST: _____ DATE NEEDED: _____

OWNER: State NOTIFIED: _____ DATE: _____

6. REPAIRS MADE: _____ DATE: _____

7. CONDITIONS CODES: DECK: 8 SUPERSTRUCTURE: 8 SUBSTRUCTURE: 7

Mn/DOT OFFICE OF BRIDGES AND STRUCTURES

Bridge No.: 2440

Bridge Inspection Report

Jul 06, 1995

Sheet 1 of 4

County: 27 HENNEPIN
 Control Section: 2710
 City:
 Township:
 Maint. Area / District: 5A
 Sec: Twp: Rge:
 Bridge Type: ST CONT BM SPAN
 NBI: Deck 7 Super 4 Sub 6 Culv N

Road System: 03 MNTH
 Road Number: 65
 Ref. Point : 001.716
 Local Bridge Num.:
 Crew Number: 3
 Inspection Class: A

Crosses: 3RD AVE / MISS R & BN INC
 Location: 0.3 MI NE OF JCT TH 12
 Load Posting (Tons): LEGAL
 Length: 1887 Width: 81.6
 Min. Vert. (Under): 18.3
 Min. Vert. (Over):
 Deck Area (s.f.): 110814 %Unsd: 1
 Paint Area (s.f.): %Unsd: 99

CONDITIONS

NO	ELEMENT/QTY	EnvYr	1	2	3	4	5	COMMENTS
7	Girder/Beam Pnt A 1850 LF	1 95	1665	185				*BR 2440
9	Prest Conc Girder 1830 LF	1 95	1830					SNOOPER INSPECTION TH65 NB, 14 JULY 1994. R SCHULTZ-J BACON.
26	Reinf Conc Arch 3774 LF	4 94	3774					05 JULY 1995. R SCHULTZ-J PETERSON SOUTH ABUTMENT:
30	Con Arch SpandCol 70 EA	1 95		35	35			3 SF SPALL FROM FIRE NEAR ABUTMENT. 1 SF SPALL UNDER
41	Rein Conc PierCap 816 LF	4 94	816					BEAM. BEARING ANCHOR BOLTS ARE SHEARED OFF, 1 AT BM#1, 1 AT BM
58	Reinf Conc Column 40 EA	4 94	40					#8, 2 AT BM #9 AND 2 AT BM #10. SOUTH APPROACH SPAN.
62	Rein Conc Abutment 163 LF	4 94	163					
90	Strip Seal Exp Jt 242 LF	1 95	242					PIER 1:
91	Pourable Joint 407 LF	4 94	407					NORTH SIDE OF P-1 HAS SPALL AND DETERIORATION ON EITHER SIDE OF
95	Elastomeric Brg 48 EA	1 95	48					CENTER ARCH. ELASTOMERIC PADS TILTED 1-1/2 INCH.
98	Fixed Bearing 20 EA	1 95	20					SPAN 1:
99	Bit Approach 2 EA	4 94	2					H-1 SPANDREL: CONCRETE IS SHEARED IN EAST ARCH. C/L ARCH SPANDREL
104	Combination Rail 3774 LF	4 94	3774					HAS START OF SHEAR CRACK.
125	Conc Deck Epox&Rg 1 EA	4 94	1					PIER 2:

50 SF SPALL ON NORTH SIDE.

OTHER ITEMS	94	95	SMART FLAGS	94	95	SPAN 2:
180 Channel & Protection	8	8	108 Scour		1	
181 Signing	2	2	109 Traffic Impact	N		EAST SIDE OF NORTH ARCH HAS 20 SF OF 3 TO 4 INCH DEEP SPALL.
182 Guardrail	N	N	156 Fatigue Cracking	N		
183 Plowstraps	2	2	157 Pack Rust	N		
184 Drainage	N	N	158 Deck Cracking	1		PIER 3:
185 Slope Protection	N	N	159 Under Deck	2		
186 Curb & Walk	1	1	160 Substruct Movmnt	N		NORTH SIDE HAS SPALL AT WEST ARCH TIE INS TO PIER.
187 Roadway Over		N	161 Section Loss	N		
188 Miscellaneous	2	2				SPAN 3:

INSPECTOR	YEAR	REVIEWED BY	
R SCHULTZ	J BACON	1994	TERRY MORAVEC
R SCHULTZ	J PETERSON	1995	ROGER SCHULTZ MAR96

EXTENSIVE DELAM ON BOTH BOTTOM
 EDGES OF EAST ARCH.

PIER 4:

30 SF OF MAP CRACKING AT EAST AND WEST ARCH.

SPAN 4:

INSIDE BOTTOM EDGES OF EAST ARCH HAS 50% DELAM.

PIER 5:

GRAFITTI ON CENTER PIER COLUMN.

SPAN 5:

40 SF OF MAP CRACKING ON EAST SIDE OF WEST ARCH. 30 SF OF MAP CRACKING ON EAST SIDE OF EAST ARCH. MINOR DELAM OF BOTTOM EDGE OF EAST ARCH. GENERAL COMMENT; THERE IS MINOR SPALL OF EAST EDGE OF COPING AND EAST CAP OF SPANDREL AT POURED JT LOCATIONS.

PIER 6:

SOUTH SIDE HAS EXCESSIVE SPALL AT DRAIN PIPE ENDS.

SPAN 6:

SOLID ARCH AND SPANDREL EXCEPT FOR UTILITY SUPPORT BLOCKS AND OPENINGS. EAST SIDE OF J SPANDREL HAS 3 LF SPALL 2 TO 3 INCH DEEP. SPANDREL A-6 HAS MODERATE SCALING ON NORTH SIDE.

PIER 7:

SPAN 7:

SOLID ARCH AND SPANDREL. CONCRETE IN SPANDREL D, E, F, AND G IS CRACKED AT COLD JT IN PORTION OF SPANDREL EAST OF UTILITY OPENING.

PIER 8: (NORTH RIVER PIER)

EAST END HAS 4 SF OF 4 INCH DEEP SPALL. GRAFITTI ON SOUTH SIDE OF PIER. NORTH BRIDGE SEAT HAS 10 ELASTOMERIC BEARINGS.

NORTH APPROACH SECTION:

PIER 1:

20 ELASTOMERIC BEARINGS WITH SLIGHT TILT TO SOUTH.

NORTH ABUTMENT: SNOOPER INSPECTION
TH 65SB, 15JULY1994
06JULY1995

10 ELASTO BRGS. ALL ANCHOR PINTELS TILTED TO NORTH 1/2+/- INCH.

NORTH APPR SPAN 2:

NORTH APPR PIER 1:

NORTH APPR SPAN 1:

LIGHT WIRE IS HANGING LOW, WEST WIRE LEADING FROM LITE IS OPEN ENDED.

PIER 8:

10 ELASTO BRGS ON NORTH BR SEAT ARE TILTED 1/2 INCH TO SOUTH.

SPAN 7:

NO DELAM ON W EDGE OF W ARCH.

PIER 7:

SPAN 6:

SPANDREL J-6 HAS 2 VERT CRACKS. MAP CRACKING OF REPAIR WORK ON W EDGE OF ARCH.

PIER 6:

25 SF OF SPALL ON WEST END, NORTH SIDE. MISC MAP CRACKING AND DETERIORATION.

SPAN 5:

SPANDRELS HAVE TYPICAL CRACKING OF COLD JOINT.

PIER 5:

TYPICAL EROSION AND SPALLING AT DRAIN OUTLETS ON SOUTH SIDE.

SPAN 4:

MINOR MAP CRACKING OF PREVIOUS PATCHING ON W ARCH. SURFACE CRACKING AT ORIGINAL CONSTRUCTION JTS.

PIER 4/5:

MINOR MAP CRACKING ON S SIDE. NO DETERIORATION FROM DRAINS ON S SIDE.

SPAN 3/4:

DELAM AND CRACKING ALONG BOTH EDGES OF W ARCH AND MINOR MAP CRACKING. SOUTH HALF OF W ARCH; E BOTTOM HAS DELAM AND CRACKING ALONG BOTTOM.

PIER 3:

NORTH SIDE OF PIER HAS DETERIORATION AT DRAIN LOCATIONS.

SPAN 2:

SIMILAR CONDITION TO SPAN 3, BUT NOT AS SEVERE.

PIER 2:

Mn/DOT OFFICE OF BRIDGES AND STRUCTURES

Bridge No.: 2440 Bridge Inspection Report Jul 06, 1995 Sheet 4 of 4

DETERIORATION AT DRAIN LOCATIONS.

SPAN 1:

H-1 W SPANDREL CAP HAS MINOR VERT SHEAR CRACKS, NO REBAR RUST. HEAVY CRACK IN SPANDREL CAP ABOVE E HALF OF MIDDLE ARCH SPANDREL. WATER FROM WEEP HOLES IN W ARCH HAS CAUSED SPALLING 5 INCH DEEP ON TOP OF ARCH BETWEEN S# AND P-2. 4 LF X 8 INCH WIDE CRACK WITH EXPOSED REBAR AT BOTTM OF W ARCH AT C/L.

PIER 1:

SOUTH APPR SPAN 2:

SOUTH APPR PIER 1:

SOUTH APPR SPAN 1:

SOUTH ABUTMENT: ANCHOR PINS LEAN TO SOUTH.

Mn/DOT Office of Bridges and Structures

BRIDGE INSPECTION REPORT

Bridge No. : 2440	T.H. No. : 65	Ref. Point : 001.716	Location : 0.3 MI NE OF JCT TH 12
Crew NO. : 2	Stru. Cross : 3RD AVE / MISS R & BN INC	Posted Limit in Tons : LEGAL	Road System: 5A
Bridge Type: ST CONT BM SPAN		Inspection Date : May 31, 1991	S Inspection
Min.Vert (Und./Und.) 18.3	Deck Area (Sq. Ft.) : 110814	Painted Area (Sq. Ft.) :	C. S. : 2710
Min.Vert (Over/Over)			

NO	ITEM	RATING	REPAIR CODE	%PCT	QUANT	UNIT	COMMENTS
<u>SUBSTRUCTURE</u>							
1	Abutments	17171717					Bridge 2440 Year 91
2	Piers	17171717					Bridge 2440 Year 90
3	Bridge Seats	17171717					Bridge 2440 Year 89
<u>SUPERSTRUCTURE</u>							
4	Trusses	111111					
5	Girders	18181717					1.) 20 LF OF CRACKS ON NORTH HIGH WALL ABUTMENT.
6	Floor Beams	111111					
7	Stringers or Beams	1111171					1.) FIRE HAS BEEN SET AT THE SOUTH ABUTMENT. THERE IS
8	Bearing Devices	1111171					A 3 S.F. SPALL.
9	Arches	17171717					
10	Fascia Beams	111111					2.) SOME CRACKS AND SPALLING ALONG THE CRACKS. ALSO,
11	Diaphragms	111111					500 L.F. SPALL ON NORTH PIER - APPROXIMATELY 6
12	Spandrel Columns	16161616					S.F. PIER UNDER STEEL BEAMS HAS 8 LF OF CRACKS.
<u>DECK</u>							
13	Structural Slab	17171717					2.) GROUND WIRE EXTENDING FROM PIER. CAP IS
14	Wearing Surface	16161616					UNATTACHED TO ANYTHING.
15	Curb & Walk	17171717					
16	Railing	18181816					3.) SOME STAINING AND 1 S.F. SPALL UNDER S.E.
17	Expansion Joints	16161616					ABUTMENT UNDER BEAM 9
18	Bridge Deck Drains	18181818					7.) NORTH END OF STEEL BEAM SPAN GIRDERS ARE SPALLING
19	Median	111111					PARAPET WALL ON SOUTH RIVER PIER. ALSO AT SOUTH
<u>AREA UNDER BRIDGE</u>							
20	Channel & Protection	18181818					ABUTMENT ANCHOR BOLTS ARE BEING SHEARED OFF (THIS
21	Fenders	111111					APPEARS TO BE DUE TO PAVEMENT THRUST FORCING
22	Roadway, Railway, Other	18181818					SOUTH ABUTMENT TO THE NORTH.) NOTE: CONDITION IS
23	Slopes & Berms	111111					SEVERE. NOTE: IT IS RECOMMENDED THAT RELIEF
<u>CULVERT & WALL</u>							
24	Barrel & Floor	111111					JOINTS BE CUT JUST SOUTH OF SOUTH APPROACH PANEL.
25	Apron, Wingwall, Headwall	111111					
<u>APPROACH ROADWAY</u>							
26	Approach Near (S or W)	18181817					8.) ELASTOMERIC BEARING PADS ARE ROLLING UP AND
27	Approach Far (N or E)	16161616					BEGINNING TO SHEAR AT FIRST RIVER PIER. SOUTH
<u>OTHER</u>							
28	Signing	16161616					END.
29	Retaining Wall	111111					9.) 20 S.F. OF 1/2 INCH DEEP SPALL IN BOTH OF ARCH
30	Guardrail	111111					SPAN #3 ON WEST SIDE.
31	Fence	111111					ALSO, 30 S.F. OF 2 TO 4 INCH DEEP SPALL ON TOP
32	Paint	10101010					OF ARCH EAST SIDE SPAN #7 AT PIER #8, EAST SIDE.
33	Plow Straps	111111					
34	Drainage	111111					12.) APPROXIMATELY 500 L.F. OF CRACKS AT ARCHES.
35	Miscellaneous	16161616					SPANDRELS ARE STAINED FROM WATER LEAKAGE. (ABOUT
							EVERY 4TH ONE). EAST ENDS OF SPANDREL CAPS HAVE
							20 S.F. OF 1 TO 2 INCH DEEP SPALL. THESE AREAS
							ARE AT JOINTS ON EAST SIDE OF BRIDGE. ALSO, 25

INSPECTOR	YEAR	REVIEWED BY
CHET M., DALE D., CHAS. M.	1989	
CHAS MARTIN & LARRY LEHRKE	1990	
CHESTER MARTIN L. LEHRKE	1990	
CHAS AND JERRY ANDERSON	1991	

Comments Continued for Bridge 2440 Year 91
S.F. OF DELAMINATED CONCRETE ON CORNERS OF OLD
SPANDRELS. WEST ENDS OF SPANDREL CAPS HAVE 9 S.F.
OF SPALL AT JOINTS ON WEST SIDE OF BRIDGE.

- 13.) 12 S.F. OF COPING SPALL ON EAST EDGE OF BRIDGE AT JOINTS AND 9 S.F. OF SPALL IN WEST COPING AT JOINTS. 200 L.F. OF LEACHING CRACKS OVER STEEL BEAMS ON THE SOUTHERN END.
- 14.) SOME SPALL AND CRACKS. SPALL IS LOCATED IN THE NORTHBOUND LANE NEAR CURB AT EXPANSION AREA 1/3 THE WAY ACROSS AND IS APPROXIMATELY 9 SQ.FT. 16 S.F. SPALL SOUTHBOUND. 1,300 L.F. OF CRACKS IN LOW SLUMP OVERLAY.
- 14.) 1000 LINEAR FT. OF CRACKS IN WEARING SURFACE WERE EPOXIED ABOUT 5 YEARS AGO BY BRIDGE CREW 2.
- 15.) POP OUT AND SOME LIGHT SPALLING. 300 L.F. OF CRACKS. ALSO, GRAFFITI ALL OVER STAIRWAY AND SIDEWALK. 2 S.F. SPALL IN SIDEWALK - UPSTREAM SIDE 1/3 FROM SOUTH END. AND 1 SF 20 FEET NORTH OF THAT BOTH EAST AND WEST SIDEWALKS HAVE GRAFFITI.
- 16.) RAILING ON THE EAST SIDE OF THE NORTHBOUND LANE IS SPALLED 1/2 IN. DEEP - APPROXIMATELY 500 SQ.FT. 600 L.F. OF VERTICAL CRACKS WITH LIGHT SCALING ON BOTH FACES OF THE JERSEY BARRIER. JERSEY BARRIER ON NORTH APPROACH OF BRIDGE SETTLED APPROXIMATELY 2 INCHES.
- 17.) SOME LEAKAGE AND FULL OF SAND. 250 FEET FROM NORTH END NORTH BOUND 20 LF OF SPALL AT CONSTRUCTOR JOINT. EXTENSION JOINT AT SOUTH ARCH IS 1 INCH OPENED.
- 23.) NORTHEAST END OF ARCH SPANS HAS DRAIN THAT IS ERODING AT END OF SPOUT.
- 26.) SOUTH APPROACH HAS SETTLED ONE INCH. BITUMINOUS BROKE UP AND UNEVEN.
- 27.) NORTH APPROACH SEVERLY CRACKED AND NEEDS SEALING.
- 33.) 9 PLOW STRAPS MISSING ON SOUTHERN END.
- 35.) ALL LIGHT POLES NEED REPAINTING.

NOTE: ALL AREAS OF SPALL IN COPING AND SPANDRELS HAVE EXPOSED REBARS THAT ARE RUSTING WHICH SHOULD BE CLEANED AND COATED WITH A PROTECTIVE COATING.

NOTE: TEMPORARY LIGHTING IN #2 SPAN FROM NORTH WIRE
HANGING DOWN HAS BEEN HERE FOR AT LEAST 2
YEARS. LIGHTS ARE SUPPORTED BY 2 x 10 AND
WEDGED BETWEEN BEAMS

NOTE: CITY OF MINNEAPOLIS FLUSHING SIDEWALK ON
5/31/91

Mn/DOT Office of Bridges and Structures

BRIDGE INSPECTION REPORT

Bridge No. : 2440	T.H. No. : 65	Ref. Point : 001.716	Location : 0.3 MI NE OF JCT TH 12	Road System: 5A
Crew NO. : 2	Stru. Cross : 3RD AVE / MISS R & BN INC		Posted Limit in Tons : LEGAL	A Inspection
Bridge Type: ST CONT BM SPAN			Inspection Date : August 7, 1990	C. S. : 2710
Min.Vert (Under/Over): 18.3	Deck Area (Sq. Ft.) : 110814		Painted Area (Sq. Ft.) :	

NO	ITEM	RATING	REPAIR CODE	%PCT	QUANT	UNIT	COMMENTS
<u>SUBSTRUCTURE</u>		1717171					
1	Abutments	1717171					
2	Piers	1717171					Bridge 2440 Year 90
3	Bridge Seats	1717171					Bridge 2440 Year 89
<u>SUPERSTRUCTURE</u>		1717161					
4	Trusses	1111111					
5	Girders	1718181					1.) FIRE HAS BEEN SET AT THE SOUTH ABUTMENT. THERE IS A 3 S.F. SPALL.
6	Floor Beams	1111111					
7	Stringers or Beams	1111111					
8	Bearing Devices	1111111					2.) SOME CRACKS AND SPALLING ALONG THE CRACKS. ALSO, 500 L.F. SPALL ON NORTH PIER - APPROXIMATELY 6 S.F.
9	Arches	1717171					
10	Fascia Beams	1111111					
11	Diaphragms	1111111					
12	Spandrel Columns	1717161					2.) GROUND WIRE EXTENDING FROM PIER. CAP IS UNATTACHED TO ANYTHING.
<u>DECK</u>		1717171					
13	Structural Slab	1717171					
14	Wearing Surface	1717161					3.) SOME STAINING AND 1 S.F. SPALL UNDER S.E. ABUTMENT.
15	Curb & Walk	1817171					
16	Railing	1718181					
17	Expansion Joints	1717161					7.) NORTH END OF STEEL BEAM SPAN GIRDERS ARE SPALLING PARAPET WALL ON SOUTH RIVER PIER. ALSO AT SOUTH ABUTMENT ANCHOR BOLTS ARE BEING SHEARED OFF (THIS APPEARS TO BE DUE TO PAVEMENT THRUST FORCING SOUTH ABUTMENT TO THE NORTH.) NOTE: CONDITION IS SEVERE. NOTE: IT IS RECOMMENDED THAT RELIEF JOINTS BE CUT JUST SOUTH OF SOUTH APPROACH PANEL.
18	Bridge Deck Drains	1818181					
19	Median	1111111					
<u>AREA UNDER BRIDGE</u>		1111111					
20	Channel & Protection	1818181					
21	Fenders	1111111					
22	Roadway, Railway, Other	1818181					
23	Slopes & Berms	1111111					8.) ELASTOMERIC BEARING PADS ARE ROLLING UP AND BEGINNING TO SHEAR AT FIRST RIVER PIER.
<u>CULVERT & WALL</u>		1111111					
24	Barrel & Floor	1111111					
25	Apron, Wingwall, Headwall	1111111					9.) 20 S.F. OF 1/2 INCH DEEP SPALL IN BOTH OF ARCH SPAN #3 ON WEST SIDE.
<u>APPROACH ROADWAY</u>		1717161					
26	Approach Near (S or W)	1718181					ALSO, 30 S.F. OF 2 TO 4 INCH DEEP SPALL ON TOP OF ARCH EAST SIDE SPAN #7 AT PIER #8, EAST SIDE.
27	Approach Far (N or E)	1717161					
<u>OTHER</u>		1111161					
28	Signing	1111111					12.) APPROXIMATELY 500 L.F. OF CRACKS AT ARCHES.
29	Retaining Wall	1111111					SPANDRELS ARE STAINED FROM WATER LEAKAGE. (ABOUT EVERY 4TH ONE). EAST ENDS OF SPANDREL CAPS HAVE 20 S.F. OF 1 TO 2 INCH DEEP SPALL. THESE AREAS ARE AT JOINTS ON EAST SIDE OF BRIDGE. ALSO, 25 S.F. OF DELAMINATED CONCRETE ON CORNERS OF OLD SPANDRELS. WEST ENDS OF SPANDREL CAPS HAVE 9 S.F. OF SPALL AT JOINTS ON WEST SIDE OF BRIDGE.
30	Guardrail	1811111					
31	Fence	1111111					
32	Paint	1010101					
33	Plow Straps	1111111					
34	Drainage	1111111					
35	Miscellaneous	1616161					

INSPECTOR	YEAR	REVIEWED BY
MARTIN & LUEBESMIER	1987	
GREENWOOD & BERGMANN	1988	12/13/88
CHET M., DALE D., CHAS. M.	1989	
CHAS MARTIN & LARRYLEHRKE	1990	

Comments Continued

- 13.) 12 S.F. OF COPING SPALL ON EAST EDGE OF BRIDGE AT JOINTS AND 9 S.F. OF SPALL IN WEST COPING AT JOINTS. 200 L.F. OF LEACHING CRACKS OVER STEEL BEAMS ON THE SOUTHERN END.
- 14.) SOME SPALL AND CRACKS. SPALL IS LOCATED IN THE NORTHBOUND LANE NEAR CURB AT EXPANSION AREA 1/3 THE WAY ACROSS AND IS APPROXIMATELY 9 SQ.FT. 4 S.F. SPALL SOUTHBOUND. 1,300 L.F. OF CRACKS IN LOW SLUMP OVERLAY.
- 14.) 1000 LINEAR FT. OF CRACKS IN WEARING SURFACE WERE EPOXIED ABOUT 5 YEARS AGO BY BRIDGE CREW 2.
- 15.) POP OUT AND SOME LIGHT SPALLING. 300 L.F. OF CRACKS. ALSO, GRAFFITI ALL OVER STAIRWAY AND SIDEWALK. 1 S.F. SPALL IN SIDEWALK - UPSTREAM SIDE 1/3 FROM SOUTH END.
- 16.) RAILING ON THE EAST SIDE OF THE NORTHBOUND LANE IS SPALLED 1/2 IN. DEEP - APPROXIMATELY 500 SQ.FT. 600 L.F. OF VERTICAL CRACKS WITH LIGHT SCALING ON BOTH FACES OF THE JERSEY BARRIER.
- 17.) SOME LEAKAGE AND FULL OF SAND.
- 23.) NORTHEAST END OF ARCH SPANS HAS DRAIN THAT IS ERODING AT END OF SPOUT.
- 27.) NORTH APPROACH SEVERLY CRACKED AND NEEDS SEALING.
- 35.) ALL LIGHT POLES NEED REPAINTING.
- 35.) ALL LIGHT POLES NEED REPAINTING.
- NOTE: ALL AREAS OF SPALL IN COPING AND SPANDRELS HAVE EXPOSED REBARS THAT ARE RUSTING WHICH SHOULD BE CLEANED AND COATED WITH A PROTECTIVE COATING.

**Minnesota Department of Transportation
Office of Bridges and Structures
BRIDGE INSPECTION REPORT**

Bridge No. : 2440	T.H. No. : 65	Ref. Point : 001.716	Location : 0.3 MI NE OF JCT TH 12
Crew NO. : 2	Stru. Cross : 3RD AVE / MISS R & BN INC		Posted Limit in Tons : LEGAL
Bridge Type: ST CONT BM SPAN			Inspection Date : November 7, 1989
Min. Vert. Clearance : 18.3	Deck Area (Sq. Ft.) : 110814		Painted Area (Sq. Ft.) :
			Maint Area : 5A
			A Inspection
			C. S. : 2710

NO	ITEM	COND'T	PRIORITY	PER-	COMMENTS	
		RATING	REPAIR CODE	CENT	QUANT	UNIT
SUBSTRUCTURE						
1	Abutments	17	17	17		
2	Piers	17	17	17		Bridge 2440 Year 89
3	Bridge Seats	17	17	17		
SUPERSTRUCTURE						
4	Trusses	17	17	17		1.) FIRE HAS BEEN SET AT THE SOUTH ABUTMENT. THERE IS A 3 S.F. SPALL.
5	Girders	17	18	18		
6	Floor Beams	17	17	17		
7	Stringers or Beams	17	17	17		2.) SOME CRACKS AND SPALLING ALONG THE CRACKS. ALSO, 500 L.F. SPALL ON NORTH PIER - APPROXIMATELY 6 S.F.
8	Bearing Devices	17	17	17		
9	Arches	17	17	17		
10	Fascia Beams	17	17	17		
11	Diaphragms	17	17	17		3.) SOME STAINING AND 1 S.F. SPALL UNDER S.E. ABUTMENT.
12	Spandrel Columns	17	17	16		
DECK						
13	Structural Slab	17	17	17		9.) 20 S.F. OF 1/2 INCH DEEP SPALL IN BOTH OF ARCH SPAN #3 ON WEST SIDE.
14	Wearing Surface	17	17	16		
15	Curb & Walk	18	17	17		ALSO, 30 S.F. OF 2 TO 4 INCH DEEP SPALL ON TOP OF ARCH EAST SIDE SPAN #7 AT PIER #8, EAST SIDE.
16	Railing	17	18	18		
17	Expansion Joints	17	17	16		
	(E.J. Type)	17	17	17		12.) APPROXIMATELY 500 L.F. OF CRACKS AT ARCHES. SPANDRELS ARE STAINED FROM WATER LEAKAGE. (ABOUT EVERY 4TH ONE). EAST ENDS OF SPANDREL CAPS HAVE 20 S.F. OF 1 TO 2 INCH DEEP SPALL. THESE AREAS ARE AT JOINTS ON EAST SIDE OF BRIDGE. ALSO, 25 S.F. OF DELAMINATED CONCRETE ON CORNERS OF OLD SPANDRELS. WEST ENDS OF SPANDREL CAPS HAVE 9 S.F. OF SPALL AT JOINTS ON WEST SIDE OF BRIDGE.
18	Bridge Deck Drains	17	18	18		
19	Median	17	17	17		
AREA UNDER BRIDGE						
20	Channel & Protection	18	18	18		
21	Fenders	17	17	17		
22	Roadway, Railway, Other	18	18	18		
23	Slopes & Berms	17	17	17		
CULVERT & WALL						
24	Barrel & Floor	17	17	17		13.) 12 S.F. OF COPING SPALL ON EAST EDGE OF BRIDGE AT JOINTS AND 9 S.F. OF SPALL IN WEST COPING AT JOINTS.
25	Apron, Wingwall, Headwall ..	17	17	17		
APPROACH ROADWAY						
26	Approach Near (S or W)	17	18	18		
27	Approach Far (N or E)	17	17	16		14.) SOME SPALL AND CRACKS. SPALL IS LOCATED IN THE NORTHBOUND LANE NEAR CURB AT EXPANSION AREA 1/3 THE WAY ACROSS AND IS APROXIMATELY 9 SQ.FT. 4 S.F. SPALL SOUTHBOUND. 1,300 L.F. OF CRACKS I LOW SLUMP OVERLAY.
OTHER						
28	Signing	17	17	17		
29	Retaining Wall	17	17	17		
30	Guardrail	18	17	17		
31	Fence	17	17	17		
32	Paint	10	10	10		NOTE: 1000 LINEAR FT. OF CRACKS IN WEARING SURFACE WERE EPOXIED ABOUT 5 YEARS AGO BY BRIDGE CREW 2.
33	Plow Straps	17	17	17		
34	Drainage	17	17	17		
35	Miscellaneous	16	16	16		

INSPECTOR	YEAR	REVIEWD BY
MARTIN & LUEBESMIER	01/19/88	
GREENWOOD & BERGMANN	12/13/88	12/13/88
CHET M., DALE D., CHAS. M.	11/07/89	

Signature : _____

- 15.) POP OUT AND SOME LIGHT SPALLING. 300 L.F. OF CRACKS. ALSO, GRAFFITI ALL OVER STAIRWAY AND SIDEWALK. 1 S.F. SPALL IN SIDEWALK - UPSTREAM SIDE 1/3 FROM SOUTH END.
- 16.) RAILING ON THE EAST SIDE OF THE NORTHBOUND LANE IS SPALLED 1/2 IN. DEEP - APPROXIMATELY 500 SQ.FT. 600 L.F. OF VERTICAL CRACKS WITH LIGHT SCALING ON BOTH FACES OF THE JERSEY BARRIER.
- 17.) SOME LEAKAGE AND FULL OF SAND.
- 27.) NORTH APPROACH SEVERLY CRACKED AND NEEDS SEALING.
- 35.) ALL LIGHT POLES NEED REPAINTING.

NOTE: ALL AREAS OF SPALL IN COPING AND SPANDRELS HAVE EXPOSED REBARS THAT ARE RUSTING WHICH SHOULD BE CLEANED AND COATED WITH A PROTECTIVE COATING.

Minnesota Department of Transportation

Office of Bridges and Structures

BRIDGE INSPECTION REPORT

Bridge No. : 2440 T.H. No. : 65 Ref. Point : 001.716
 Crew NO. : 2 Stru. Cross : 3RD AVE / MISS R & BN INC
 Bridge Type: ST CONT BM SPAN
 Min. Vert. Clearance : 18.3 Deck Area (Sq. Ft.) : 110814

Location : 0.3 MI NE OF JCT TH 12 Maint Area : 5A
 Posted Limit in Tons : LEGAL A Inspection
 Inspection Date : December 13, 1988 C. S. : 2710
 Painted Area (Sq. Ft.) :

NO	ITEM	COND'T RATING	PRIORITY REPAIR CODE	PER- CENT	QUANT	UNIT	COMMENTS
<u>SUBSTRUCTURE</u>		17	17				
1	Abutments	17	17				Bridge 2440 Year 88
2	Piers	17	17				
3	Bridge Seats	17	17				2) SOME CRACKS. SPALLING ALONG THE CRACKS. 500 LINEAR
<u>SUPERSTRUCTURE</u>		17	17				FT. SPALL ON NORTH PIER APPROX. 6 SQ.FT.
4	Trusses						
5	Girders	17	18				3) SOME STAINING.
6	Floor Beams						
7	Stringers or Beams						
8	Bearing Devices						12) SOME CRACKS AT ARCHES, APPROX. 500 LF. SPANDRELS
9	Arches	17	17				ARE STAINED FROM WATER LEAKAGE. (ABOUT EVERY 4TH
10	Fascia Beams						ONE).
11	Diaphragms						
12	Spandrel Columns	17	17				14) SOME SPALL AND CRACKS SPALL IS LOCATED NORTH
<u>DECK</u>		17					BOUND LANE NEAR CURB AT EXPANSION AREA 1/3 THE WAY
13	Structural Slab	17	17				ACROSS. APPROX 3 SQ.FT.
14	Wearing Surface	17	17				
15	Curb & Walk	18	17				NOTE: 1000 LINEAR FT. WERE EPOXIED ABOUT 5 YEARS AGO
16	Railing	17	18				BY BR.2.
17	Expansion Joints	17	17				
	(E.J. Type)						15) POP OUT AND SOME LIGHT SPALLING.
18	Bridge Deck Drains	18					
19	Median						16) RAILING ON EAST SIDE NORTH BOUND LANE ARE SPALLED
<u>AREA UNDER BRIDGE</u>							1/2 IN. DEEP APPROX 500 SQ.FT.
20	Channel & Protection	18	18				
21	Fenders						17) SOME LEAKAGE AND FULL OF SAND.
22	Roadway, Railway, Other	18	18				
23	Slopes & Berms						27) NORTH APPROACH SEVERLY CRACKED NEED SEALING.
<u>CULVERT & WALL</u>							
24	Barrel & Floor						35) LIGHT POLE ON SOUTH WEST END OF BRIDGE ARE OUT OF
25	Apron, Wingwall, Headwall						ACCESS HOLE LIGHT POLE NORTH BOUND LANE EAST SIDE
<u>APPROACH ROADWAY</u>		17	17				NEEDS TO BE PAINTED AT THE BASE.
26	Approach Near (S or W)	17	18				
27	Approach Far (N or E)	17	17				
<u>OTHER</u>							
28	Signing						
29	Retaining Wall						
30	Guardrail	18	18				
31	Fence						
32	Paint	10	10				
33	Plow Straps						
34	Drainage						
35	Miscellaneous	16					

INSPECTOR	YEAR	REVIEWD BY
	19	
	19	
MARTIN & LUEBESMIER	1987	
GREENWOOD & BERGMANN	1988	12/13/88

Minnesota Department of Transportation
Office of Bridges and Structures
BRIDGE INSPECTION REPORT

☐ Original to Area Maintenance Engineer
☐ First copy to Bridge Maint. Supervisor
☐ Second copy to Bridge Inventory Group

Bridge No. 2440	T.H. No. 65	Mile Post	Location 0.3 mi N.E. of Jct. T.H. 12	Maintenance Area 5A
Type (112) CONC ARCH. 7 SPANS (MAIN)	☒ Over 3RD AVE over main ☐ Under Miss Rte & B.N.	Posted Limit in Tons		☒ Annual Inspection ☐ Special Inspection

I	ITEM	RATING			COMMENTS AND SKETCHES Refer to item number in comments and sketches Use additional sheets if necessary
SUBSTRUCTURE		7			1987 (1) Special Surface Finish on N.W. Corner of no. ABOT. is Sealing. (2) Moderate MAP Cracking in some Gunite Repaired AREAS. (3) SPANDRELS are stained (about even with) from water leakage. (4) Expansion joint at no ABOT leaks. Bitfelt Joints also leak. causing staining on SPANDRELS (11) See longitudinal CRACKS (2 ea. lane) ARE ABOUT 70% of length of BR. ABOUT 1400 L-Feet EACH. Note!!! ABOUT 500 S.F. of Special Surface Finish Peeling off of Substructure. (22) Paint is on Cor-tan Steel
1	Abutments	7			
2	Piers	7			
SUPERSTRUCTURE		7			
3	Trusses				
4	Girders	7			
5	Floor Beams 9 Ribs	7			
6	SPANDRELS Stringers or Beams	7			
7	Bearing Devices				
DECKS (See Note 2)					
8	Expansion Joints	7			
9	Railing	7			
10	Structural Slab	7			
11	Wearing Surface	7			
12	Curb & Walk	8			
13	Bridge Deck Drains				
AREA UNDER BRIDGE					
14	Channel & Protection	8			
15	Roadway, Railway, Other	8			
16	Slopes & Berms				
CULVERTS					
17	Barrel & Floor				
18	Apron & Wings				
OTHER					
19	Retaining Wall				
20	Approaches	7			
21	Signing				
22	Paint (year painted) 6K	0			
23	Drainage				
24	Guard Rail	8			
25	Dolphins, Shear Fence, Etc.				
26					

ITEM No.	ESTIMATED COST OF REPAIR				REVIEWED By Engineer
	Labor	Material	Equipment	Total	

Inspected by **Martin & Luebermiller** Date **1-19-88**

Date

Date

Date

BRIDGE INSPECTION REPORT

- ☐ Original to Area Maintenance Engineer
☐ First copy to Bridge Maint. Superv.
☐ Second copy to Bridge Inventory Group

Bridge No. 2440	T.H. No. 65 (3rd AVE)	Mile Post 1.72	Location 0.3 MI. SO. OF JCT. T.H. 47	Maintenance Area 5A
Type (112) CONCRETE ARCH	☒ Over MISSISSIPPI RIVER ☐ Under R.R. & MAIN ST.		Posted Limit in Tons	☒ annual inspection ☐ special inspection

I	ITEM	RATING				COMMENTS AND SKETCHES Refer to item number in comments and sketches Use additional sheets if necessary																														
SUBSTRUCTURE		7	7	7	7	1983																														
1	Abutments	8	8	7	7	2) SURFACE FINISH ON PIERS IS STARTING TO SCALE OFF IN SPOTS - (NO NOTICEABLE PATTERN) 4) SEE 2) ABOVE - SAME THING OCCURRING ON ARCHES. 5) A GOOD SHARE OF THE SPANDREL CAPS THAT SUPPORT THE DECK WHERE CONTRACTION/EXPANSION JOINTS ARE LOCATED ARE SPALLING OR HAVE SPALLED. NOTHING SERIOUS YET. 8) STRIP SEAL JOINTS LOOK GOOD BUT EXP./CONTR. JOINTS IN THE ARCH SPAN AREAS ARE LEAKING AND SOME OF THE HOT POUR SEALER IS PULLING LOOSE FROM THE JOINTS. 9) TRAFFIC BARRIER HAS MODERATE SCALING THROUGHOUT ENTIRE BRIDGE (BOTH SIDES) 11) 2000-2500 L.F. OF LONGITUDINAL CRACKS IN THE DECK OF THE ARCH SPANS. (LIGHT TO MODERATE) MANY LIGHT TRANSVERSE CRACKS IN DECK OF SOUTH APPROACH CONTINUOUS STEEL BEAM SPANS. 21) NO PAINT ON STEEL BEAM SPANS SO. END OF BRIDGE																														
2	Piers	7	7	7	7																															
SUPERSTRUCTURE		7	7	7	7																															
3	Trusses	N	N	N	N																															
4	Girders ARCHES	7	7	7	7																															
5	Floor Beams SPANDRELS & CAPS	7	7	7	7																															
6	Stringers or Beams	8	8	8	8																															
7	Bearing Devices	8	8	8	8																															
DECKS		7	7	7	7																															
8	Expansion Joints	7	7	7	7																															
9	Railing	7	7	7	7																															
10	Structural Slab	8	8	8	8																															
11	Wearing Surface	7	7	7	7																															
12	Curb & Walk	8	8	8	8																															
AREA UNDER BRIDGE		8	8	8	8																															
13	Channel & Protection	8	8	8	8																															
14	Roadway, Railway, Other	8	8	8	8																															
15	Slopes & Berms	N	N	N	N																															
CULVERTS		N	N	N	N																															
16	Barrel & Floor	N	N	N	N																															
17	Apron & Wings	N	N	N	N																															
OTHER				7	7																															
18	Retaining Wall	8	8	8	8	1984 2) SEE 2) ABOVE - SEVERE SPALLING IS OCCURRING WHERE DRAIN DOWN SPOUT OUTLETS ARE LOCATED - EXTENSIONS MIGHT BE BENEFICIAL. 4) 5) 8) 9) 21) NO CHANGE (OVER)																														
19	Approaches BIT.	8	8	7	7																															
20	Signing	8	8	8	8																															
21	Paint (yr. ptd.)	0	0	0	0																															
22	Drainage	8	8	8	8																															
23	Guard Rail	N	N	N	N																															
24	CIRCULAR STAIRWAY	8	8	7	7																															
25																																				
<table border="1"> <thead> <tr> <th colspan="4">ESTIMATED COST OF REPAIR</th> <th>REVIEWED</th> </tr> <tr> <th>Labor</th> <th>Material</th> <th>Equipment</th> <th>Total</th> <th>By Engineer</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>							ESTIMATED COST OF REPAIR				REVIEWED	Labor	Material	Equipment	Total	By Engineer																				
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Labor	Material	Equipment	Total	By Engineer																																
Inspected by HANEL & FIERECK Date 4/2/83 HANEL & STODDARD Date 5/25/84 HANEL & MARTIN Date 1/6/86 HANEL & SEMBAUER Date 11/26/86																																				

BRIDGE INSPECTION REPORT

- ☐ Original to Area Maintenance Engineer
☐ First copy to Bridge Maint. Superv.
☐ Second copy to Bridge Inventory Group

Bridge No. 2440	T.H. No. 15 (3RD AVE)	Mile Post 0.11	Location 0.3 MI. N.E. OF UCT T.H. 12	Maintenance Area 5A
Type CONCRETE ARCH	☒ Over MISSISSIPPI RIVER ☐ Under & MAIN ST. & RD.		Posted Limit in Tons 18 30	☒ annual inspection ☐ special inspection

I	ITEM	RATING		COMMENTS AND SKETCHES Refer to item number in comments and sketches Use additional sheets if necessary																								
SUBSTRUCTURE																												
1	Abutments	8	8	<u>1979</u> BRIDGE IS BEING COMPLETELY REHABILITATED - CONTRACTORS SUPT. INDICATED TRAILER SCHEDULE, IF MET, WILL HAVE THE WORK COMPLETED BY FALL OF 1980 <u>1980</u> SEE NOTE ABOVE. - <u>1981</u> 7) TWO OR THREE OF THE ELASTOMERIC PADS ON THE NORTH END OF THE SOUTH APPROACH SPANS ARE NOT COMPLETELY SEATED ON THE PIER CAP. - 8) APPEARS THAT MOST OF THE EXPANSION JOINTS IN THE CONCRETE ARCH SPANS ARE LEAKING - ESPECIALLY THE 1ST JOINT EITHER SIDE OF EACH PIER. - 11) CONSIDERABLE PATTERN CRACKING OF THE CONCRETE OVERLAY ESPECIALLY IN THE N.B. ROWAY. LIMITED TO THOSE SPANS SUPPORTED BY THE CONCRETE ARCHES NOTE: SHOT-CRETING OF THE ARCHES AND PIERS IS NOT COMPLETED YET - CONTRACTOR WORKING TODAY ON 2ND & 3RD RIVER PIER FROM SOUTH. <u>1982</u> 7) SEE 7) ABOVE OVER																								
2	Piers	8	8																									
SUPERSTRUCTURE																												
3	Trusses	N	N																									
4	Girders	N	N																									
5	Floor Beams	N	N																									
6	Stringers or Beams	8	8																									
7	Bearing Devices	8	8																									
DECKS																												
8	Expansion Joints	7	7																									
9	Railing CODE 23	8	7																									
10	Structural Slab	8	8																									
11	Wearing Surface	7	7																									
12	Curb & Walk	8	8																									
AREA UNDER BRIDGE																												
13	Channel & Protection	8	8																									
14	Roadway, Railway, Other	8	8																									
15	Slopes & Berms	8	8																									
CULVERTS																												
16	Barrel & Floor	N	N																									
17	Apron & Wings	N	N																									
OTHER																												
18	Retaining Wall	N	N																									
19	Approaches	8	8																									
20	Signing	8	8																									
21	Paint (yr. ptd.) SOUTH APPROACH	0	0																									
22	Drainage	8	8																									
23	Guard Rail none	N	N																									
24	STARWAY	8	8																									
25																												
Inspected by C. HANDEL & S. DESSENS Date 1/10/80 HANDEL & SWEET Date 4/1/80 HANDEL & DESSENS Date 10/26/81 HANDEL & CASKEY Date 7/21/82																												
<table border="1"> <thead> <tr> <th colspan="4">ESTIMATED COST OF REPAIR</th> <th>REVIEWED</th> </tr> <tr> <th>Labor</th> <th>Material</th> <th>Equipment</th> <th>Total</th> <th>By Engineer</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td>270</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>70</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>70</td> </tr> </tbody> </table>				ESTIMATED COST OF REPAIR				REVIEWED	Labor	Material	Equipment	Total	By Engineer					270					70					70
ESTIMATED COST OF REPAIR				REVIEWED																								
Labor	Material	Equipment	Total	By Engineer																								
				270																								
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				70																								

BRIDGE INSPECTION REPORT

- ☐ Original to Area Maintenance
☐ First copy to Bridge Maint. Super.
☐ Second copy to Bridge Inventory

Bridge No. 2440	T.H. No. 8 65	Mile Post 86.82	Location 0.3 mi N.E. of Jct TH 12	Maintenance Area 5A
Type CONCRETE ARCH (112)	☒ Over ☐ Under	MISSISSIPPI RIVER		Posted Limit in Tons ☐ annual inspection ☒ special inspection

I	ITEM	RATING				COMMENTS AND SKETCHES Refer to item number in comments and sketches Use additional sheets if necessary
SUBSTRUCTURE						
1	Abutments					
2	Piers					
SUPERSTRUCTURE						
3	Trusses					
4	Girders					
5	Floor Beams					
6	Stringers or Beams					
7	Bearing Devices					
DECKS						
8	Expansion Joints	6	5	5	4	
9	Railing					
10	Structural Slab	6	5	5	4	
11	Wearing Surface	7	7	7	7	
12	Curb & Walk	7	7	7	7	
AREA UNDER BRIDGE						
13	Channel & Protection					
14	Roadway, Railway, Other					
15	Slopes & Berms					
CULVERTS						
16	Barrel & Floor					
17	Apron & Wings					
OTHER						
18	Retaining Wall	7	7	7	7	
19	Approaches	7	7	7	7	
20	Signing					
21	Paint (yr. ptd.)	7	7	7	7	
22	Drainage					
23	Guard Rail					
24	LIGHTING	7	7	7	7	
25						
Inspected by HILLSTROM Date 2-11-76 & WICHMAN & SHERMAN Date 7-7-76 & WICHMAN Date 7-7-76 STANKE & LUSTAD 1/18/78 Date SEMPER & LUTHER 17/12/78 Date						
10/ EFFORESCENCE & MAP CRACKING ALL OVER BOTTOM OF DECK, 2 HOLES IN BOTTOM OF DECK AT EAST END. ROUGHNESS OF ROADWAY & DEPRESSIONS AT JOINTS INDICATE MUCH DETERIORATED CONCRETE. 11/ CRACKS IN BIT SURFACE FROM 2' APART TO 20' APART. ESTIMATE 100,000 L.F. OF CRACKS 12/ 50% OF CURB SCALED & SPALLED. 30% OF COPING SPALLED TO RE-BARS. MOST OF SIDEWALK COVERED WITH LOOSE BITUMENIOUS, REMAINDER IS ROTTEN CONCRETE. 13/ EAST APPROACH LOW 1" SOUTH ABUTMENT RETAINING WALL OUT 4" 21/ HEAVY SCALING RUST AT WEST END. ADDITIONAL SUPPORT BEAMS SHOULD BE PAINTED 24/ ACCESS HOLES ON LIGHT POLES HAVE 7 MISSING COVERS 1977 ALL ITEMS SAME AS 1976 - NOTE: DIFFICULT TO GIVE ARCHES, STANDARDS AND COLUMNS IN RIVER SPANS ADEQUATE INSPECTION. SHOULD HAVE SNOOPER OR SOME SUCH THING. "1974" DETEIORATION ON ALL ITEMS CONTINUED						
ESTIMATED COST OF REPAIR					REVIEWED	
Labor	Material	Equipment	Total	By Engineer		



1972 BRIDGE INSPECTION REPORT

Prepare 4 copies:

- ☐ Original to District Engineer
☐ First copy to Area Maintenance Engineer
☐ Second & Third copies to Central Operations

Bridge No. <u>MPLS - 6206</u> <u>MHD - 2440</u>	Check One: ☒ annual inspection ☐ special inspection	Date <u>9-18-72</u>	Year Built <u>1918</u>
Maintenance Area <u>5</u>	T. H. No. <u>#8</u> and <u>S.T.H. 65</u>	Mile Post	Location <u>3rd Ave. S. @ Mississippi River</u>
Type <u>Concrete Arch</u> <u>(112)</u>	☒ Over <u>Mississippi River</u> ☐ Under	Bridge Posted For	Tons

I	ITEM	RAT-ING	COMMENTS AND SKETCHES Refer to item number in comments and sketches Use additional sheets if necessary
	Substructure	6	A detailed report on the investigations conducted by the consultant (HNTB) is available. 2. & 5: Two very large size open vertical cracks with seepage around @ East abutment; Debris and spall @ bridge seats; Cracks in the backwall 4: Severely scaled - steel exposed and rusted, concrete severely deteriorated @ many locations including bridge seats, Seepage over pier bents 6: Severely scaled, steel exposed; Concrete has been severely deteriorated under deck drains. 9: Medium to severe spall, cracks and leaching action, Medium to severe efflorescence. 13: Many concrete posts have spalled, cracked and steel has been exposed; steel railing is broken and missing @ 1st observation deck from W. (on southside) 14 & 15: Numerous medium to large-size open transverse cracks and few potholes about 1" deep rut-lines @ curb; Some leaching action - medium to severe scaling fine map cracking with efflorescence around on the underside of the slab, N. curb is severely scaled; Sidewalk has large deep scales map cracking & popouts Stairway on E. side is broken and is a potential hazard.
1	Footings		
2	Abutments	6	
3	Wing Walls		
4	Piers	6	
5	Bridge Seats	7	
	Superstructure	6	
6	Trusses Arches	6	
7	Girders		
8	Floor Beams		
9	Stringers	6	
10	Bearing Devices	6	
11	Paint (Yr. Ptd.)		
	Decks	6	
12			
13	Railing	7	
14	Structural Slab	6	
15	Wearing Surface	6	
16	Curb & Walk	6	
17	Drains	6	
	Channel & Protection	8	
18	Area Under Bridge	8	
19	Stream Bed	8	
20	Slope Protection	8	
	Culverts		
21	Barrel & Floor		
22	Apron Wing Wall		
23	Retaining Wall		
24			
25			
26			
27			

Inspected by: A. Shirole P.E.
E. Luriewski

Date: 9-18-72

Condition rating from 9 (very good) to 0 (very poor) for conditions noted
 Rating of 9 ---- new condition
 Rating of 8 ---- good condition - no repair necessary
 Rating of 7 ---- minor items in need of repair by maintenance forces
 Rating of 6 ---- major items in need of repair by maintenance forces
 Rating of 5 ---- major repair contract needs to be let
 Rating of 4 ---- minimum adequacy to tolerate present traffic - immediate rehabilitation necessary to keep open
 Rating of 3 ---- inadequacy to tolerate present heavy load - warrants closing bridge to trucks
 Rating of 2 ---- inadequacy to tolerate any live load - warrants closing bridge to all traffic
 Rating of 1 ---- bridge repairable, if desirable to reopen to traffic
 Rating of 0 ---- bridge conditions beyond repair - danger of immediate collapse
 Place data where item is not rated

- ☐ Original to District Engineer
☐ First copy to Area Maintenance Engineer
☐ Second & Third copies to Central Operations

1971 BRIDGE INSPECTION REPORT

Bridge No. 2440	Check One: ☒ annual inspection ☐ special inspection	Date 6-6-72	Year Built 1917 Remodeled 1949
Maintenance Area 5	T. H. No. THS & 65	Mile Post 86.82	Location Over Mississippi River at St. Anthony Falls
Type Conc. Arches	☒ Over ☐ Under Mississippi River	Bridge Posted For	Tons

I	ITEM	RAT- ING	COMMENTS AND SKETCHES <i>Refer to item number in comments and sketches Use additional sheets if necessary</i>
	Substructure		Over all condition of substructure is good, some surface scale and spalls visible but none structurally damaging. Super structure under continual maintenance. Approach spans have been re-enforced with steel beams between original concrete deck girders. Sidewalks in varying stages of maintenance/replacement. Northwest walk has approximately 45% replaced; remaining 55% is a bituminous overlay as is the complete southeast walkway. Heavy scale where bituminous overlay has broken. Also below railing and along copings, up to 6" deep. Roadway has cracks transversely every 10 feet in bituminous overlay. North abutment has a large vertical crack running full length of face. Open @ 1" wide with some rebars visible midway up. Spiral staircase should be removed as its present condition falls short of being fatal.
1	Footing		
2	Abutments		
3	Wing Walls		
4	Piers		
5	Bridge Seats		
	Superstructure		
6	Trusses		
7	Girders		
8	Floor Beams		
9	Stringers		
10	Bearing Devices		
11	Paint (Yr. Ptd.)		
	Decks		
12			
13	Railing		
14	Structural Slab		
15	Wearing Surface		
16	Curb & Walk		
	Drains		
	Channel & Protection		
18	Area Under Bridge		
19	Stream Bed		
20	Slope Protection		
	Culverts		
21	Barrel & Floor		
22	Apron Wing Wall		
23	Retaining Wall		
24	Staircase		
25			
26			
27			

Condition rating from 9 (very good) to 0 (very poor) for conditions noted

Rating of 9 ---- new condition
 Rating of 8 ---- good condition - no repair necessary
 Rating of 7 ---- minor items in need of repair by maintenance forces
 Rating of 6 ---- major items in need of repair by maintenance forces
 Rating of 5 ---- major repair contract needs to be let
 Rating of 4 ---- minimum adequacy to tolerate present traffic - immediate rehabilitation necessary to keep open
 Rating of 3 ---- inadequacy to tolerate present heavy load - warrants closing bridge to trucks
 Rating of 2 ---- inadequacy to tolerate any live load - warrants closing bridge to all traffic
 Rating of 1 ---- bridge repairable, if desirable to reopen to traffic
 Rating of 0 ---- bridge conditions beyond repair - danger of immediate collapse
 Place dash where item is not rated

Inspected by: **Hanel & Murn & Bjornstad**

Date: **6-6-72**

CONDITION:	Material	Condition Analysis	Condition Rating
Substructure			7
Superstructure			6
Deck			7
Channel & Channel Protection			8
Culvert & Retaining Walls			
Estimated Remaining Life		10 years	
Operating Rating		Normal	
Approach Alignment			
Inventory Rating			

Use Rating Numbers at bottom of page for terms below this line.

APPRAISAL	Deficiencies	Adequacy Rating
Structural Condition	Bearings on approach spans & surface deterioration	7
Deck Geometry		7
Underclearances - Vert. & Lateral		8
Safe Load Capacity		
Waterway Adequacy		8
Approach Alignment		7

PROPOSED IMPROVEMENTS

Year Needed	Completed	Describe
Type of Service		
Type of Work		
Improvement Length		
Design Loading		
Roadway Width		
Number of Lanes		
ADT	Year	
Prop. Rdwy. Improvement - Year		
Prop. Rdwy. Improvement - Type		

COST OF IMPROVEMENTS

Remarks (comparison with last report, outline of recommended repairs, etc.)

Inspection performed by City of Minneapolis in the past. Continuous work being done under pinning deck girders in the approach spans due to concrete deterioration. Concrete surface deterioration is evident on all surfaces of bridge especially on sidewalks and probably under the bit, overlay on the deck due to salt.

ESTIMATED COST OF REPAIRS

Kind of Work	Quantities	Amount
Labor		
Material	No estimate of cost made.	
Equipment		
Other		
TOTAL		

Adequacy rating from 9 (adequate) to 0 (deficient) for deficiency noted

- Rating of 9 conditions superior to present desirable criteria
 Rating of 8 condition equal to present desirable criteria
 Rating of 7 condition better than present minimum criteria
 Rating of 6 condition equal to present minimum criteria
 Rating of 5 condition somewhat better than minimum adequacy to tolerate being left in place as is
 Rating of 4 condition meeting minimum tolerable limits to be left in place as is
 Rating of 3 basically intolerable condition requiring high priority of repair
 Rating of 2 basically intolerable condition requiring high priority in replacement
 Rating of 1 immediate repair necessary to put back in service
 Rating of 0 immediate replacement necessary to put back in service

Reviewed By:
Engineer

Date 6-9-72



Party No. _____

MINNESOTA HIGHWAY DEPARTMENT
OFFICE OF PROGRAM PLANNING

Party Chief _____

Driver _____

TH Road No. 8

Date 5-7-71

County HENNEPIN

Sec.-Twp.-Rg. 23-29-24

MINNEAPOLIS

Bridge No. 2440

Replaced _____

Posted Load Limits _____

Year Built 1917 Remodeled 1949

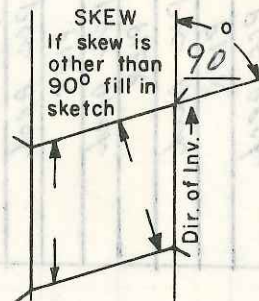
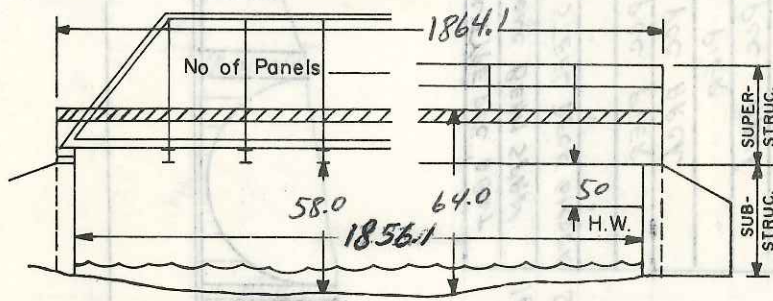
No. Traffic Lanes 4

Name of Stream MISSISSIPPI RIVER & MAIN ST MSAS 292

Mile Point 86.82 TBK RSE

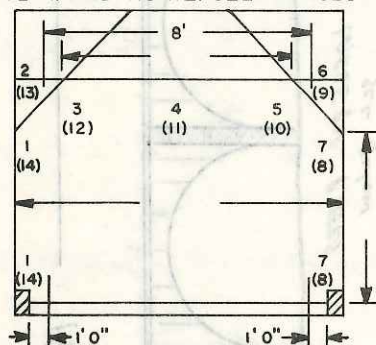
Location 0.3 mi NE of Jct TH12

Area of Opening 50,000 sq. ft.

ROAD INVENTORY
BRIDGE SHEET

Depth of Water 14'

VERT. AND HORIZ. CLEARANCES



If 3 to 5 is less than 8' take height at 1, 2, 3, 5, 6, 7 and 8, 9, 10, 12, 13 & 14. If more than 8' take height at 1, 3, 5, 7, and 8, 10, 12, & 14. If no knee braces, take height at 1, 4, 7, 8, 11 and 14. Points 8, 9, 10, 11, 12, 13, & 14 are at far portal.

Near	Far
1. _____	8. _____
2. _____	9. _____
3. _____	10. _____
4. _____	11. _____
5. _____	12. _____
6. _____	13. _____
7. _____	14. _____

MULTIPLE SPANS REQUIRE DETAILED SKETCH ON REVERSE SIDE ☒

Sketch north arrow in relation to direction of survey	Spans		TYPE OF STRUCTURE AND DESCRIPTION (material, beams, stringers, etc.)	
	No.	Length		
TOTAL	1	50.6	CONC BEAM SPAN	Tr.
TOTAL	2	124.2	STEEL DECK GIRDER	Tr.
TOTAL	7	1325.8	CONC ARCH	Tr.
TOTAL	4	182.3	CONC BEAM SPAN	Tr.
+		173.2	PCC PIERS	Tr.
			(SEE BACK FOR DETAILS)	Tr.
Total	14	1856.1	Measure spans in direction of inventory	

ROADWAY APPROACH WIDTH: NEAR 66 FAR 66

SUPERSTRUCTURE	DESCRIPTION		Width Between
	L.	R.	
Curbs	L. PCC	R. PCC	56.5
Railings	L. PCC & ORN IRON	R. PCC & ORN IRON	57.1
Sidewalk	L. 10' PCC	R. 10' PCC	
Deck	Tr. PCC	Width(out-to-out): 83.5	
	Surfacing: BIT	Width of median strip: NONE	
SUBSTRUCTURE	Abutments	Tr. 2 PCC W TYPE	
	Wingwalls	Tr. NONE	
	Pilings, Piers, etc.	Tr. 12 SEE BACK	

Navigational Control - Yes

TYPES OF BRIDGE STRUCTURES

- | | |
|--------------------|----------------------|
| 1. Concrete | 01. Beam Span |
| 2. Concrete Cont. | 02. Low Truss |
| 3. Steel | 03. High Truss |
| 4. Steel Cont. | 04. Deck Truss |
| 5. Prestress | 05. Thru Girder |
| 6. Prestress Cont. | 06. Deck Girder |
| 7. Timber | 07. Box Girder |
| 8. Masonry | 08. Rigid Frame |
| 9. Wrought Iron, | 09. Slab Span |
| Cast Iron-Aluminum | 10. Slab Span-Voided |
| 0. Other | 11. Channel Span |
| | 12. Arch |
| | 13. Box Culvert |
| | 14. Pipe Culvert |
| | 15. Pipe Arch |
| | 16. Pedestrian |
| | 17. Tunnel |
| | 18. Movable |
| | 19. Other |

Indicate size for types

13, 14 & 15, i.e., C108, 12' Ø or 11'-7" X 7'-5".

Also indicate barrel length.

Encircle "Tr." if timber is treated.

BRIDGE DESCRIPTION ABBREVIATIONS

Z Iron	Angle Iron	I	I-Beam
B.H.	Bulkhead	Lam.	Laminated
Bit.	Bituminous	M.P.	Metal Plate
Caps	Caps	O.C.	On Center
€	Centerline	P.B.	Pile Bent
Ǝ	Channel Beam	P.C.C.	Portland Cement Conc.
C.M.	Corrugated Metal	S.C.	Sectional Concrete
Def.	Deformed	S.	Steel
D. or Ø	Diameter	Str.	Stringer
Fl.Bm.	Floor Beam	T.	Timber
F.B.	Frame Bent	W/	With

Example-if the description under Piling, Piers, Etc., reads: 2-7-12" T.P.B. W/12" x 12" T. Caps - 1-4-8" I.P.B. W/8" I Cap, it would indicate that two of the piers were pile bents and were made up of 7-12" diameter, timber piles, with 12" x 12" timber caps and that one pier had 4-8" I-beam piles with an 8" I-beam cap.

Field Photo Identification No. A-43

1980 Reconstruction

Replaced north + south approach spans

Replaced Deck + Cap Beams

BACK S. ABUT - BEARING S. ABUT 2.5'

CONT STUCC SPAN 1 = 97.98
BEAR SPAN SPAN 2 = 97.97 } 195.95

PIER 1 (BEARING S. APPR - & ARCH PIER 1) = 12.6

HS 20 + ALT
DESIGN LOAD

Arch

SPANS 1 236' 9 3/8" - MAIN SPAN LENGTH
2 231' 3 1/8"
3 231' 5 1/2"
4 231' 0 1/2"
5 235' 10 3/8"
6 156' 7"
7 156' 0 3/4" = 1479.06'

PIER 8 (& ARCH PIER 8 - BEARING N APPR = 12.4

PRE CONC SPAN 1 = 90.39
BRI SPAN SPAN 2 = 92.42 } = 182.81
BEARING N BUT + BACK N ABUT = 2.5

TOTAL LENGTH = 1,887.82'

11 SPANS

CURB - CURB = 58' 9" = 58.7

(J) RAIL WITH PIPE = 60.2

OUT - OUT = 81.6

2 - 8.5' SIDEWALKS

RDWY APPR 64-64

(over)

RR clearance

18.33 vnt

12.0' LAT

MAINST

50' CURB - CURB

24' $\pm$ Vnt

15' $\pm$ LAT

4 lanes

1989 MINNESOTA DEPARTMENT OF TRANSPORTATION - STRUCTURE INVENTORY

C.S.= 2710

DISTRICT - JURISDICTION

8/28/1990

* IDENTIFICATION *

Br.No. (206) 2440 (1)

District 5 Maint Area 5A

County HENNEPIN

City MINNEAPOLIS

Township

MNTH 65 MAIN LINE
Route Number Function

Rdwy Type 2 WAY ROAD

3RD AVE / MISS R & BN INC
Name of Feature Crossed0.3 MI NE OF JCT TH 12
Descriptive Location

Sec 23 Twp 029 Rge 24W

Reference Pt 001+00.716

44° 59.0' 93° 15.5'
Latitude Longitude

Detour Length 01 Mi

STATE HWY STATE HWY
Maint Resp Owner

Fed-Aid System FAP

16 URBAN MINOR ARTERIAL
Functional Classification

Year Built 1917 Rem 1980

Date Open To Traffic 10/80

Lanes on Br 4 Under

17300 1988
A.D.T. HCA DT YearRdwy Appr Width 66 48
Shld Surf

Median Skew 00

Defense Sys YES Temp

Plan Available CENTRAL

* STRUCTURE DATA *

58 HWY, PED/HY, RR, S
Type of ServiceType Main Span 112
BOLTED CONCRETE ARCHType ST CONT BM SPAN
Approach Span 401Fract NON-APL /
Critt Member Proc DateSpec1
Feat Member Proc DateFt
Culvert Type LengthNo Spans 7 4 11
Main Appr TotalLength 236.7 1887.8 Ft
Max Spn Total

SDWK WID Lt 8.0 Rt 8.0

Rdwy Width OVER 58.7
If Divided Nb-Eb Sb-Wb

Deck Width (Out-Out) 081.6

Vert Clear Over Ft Ft

Vert Clear Under 18.0 Ft Ft

Max Vert Clear Ft Ft

Underclear Lat 12.0 Rt Lt

Type Wearing Surface CONCRETE

Depth of W.C. & Fill 0.17 Ft

LOW SLUMP CONC. OVERLAY 1980
Deck Protection System-Yr

Coated Rebar EPOXY 1980

RAILINGS Type 23 23

Condition 8 8

Base Height 3'00" 3'00"

Curb Height 03" 03"

Approach Guardrails 0

Suff Rating 89.6 ADEQ
Status

* SUBSTRUCTURE DATA *

Abut CONCRETE FTNG/PILE

Pier CONCRETE SPRD/ROCK
Mater'l Foundat'n

* WATERWAY DATA *

E-C 10/90 J/90
Proc Scour Dr Area

Waterway Opening 99999

Navig Clear/Prot

Vert Horiz

* APPROACH PANELS *

Near 2A A
Far 2A A
Type Cond Length

* PAINT DATA *

Yr Pntd.....

Type.....6K

Area.....

% Unsound.....99

* EXPANSION *
* DEVICE *

Type.....K0

Condition.....1

Yr Instl.....80

* CAPACITY RATINGS *

Design Load HS20+MOD

Operating HS 31.0

Inventory HS 20.0

Posting LEGAL

Rating Date 04/80

Need New Rating NO

* CONDITION CODES *

Area 154044 110814
Structure RoadwayDeck CONC/CIP 01.00 7
Material %UnsdSuperstructure.....6
Substructure.....7
Channel & Protection..8
Culvert & Wall.....N
Inspection Date..11/07/89
Insp. Freq..12 Plan

* APPRAISAL RATINGS *

Structure Eval.....6
Deck Geometry.....8
Underclearances.....8
Safe Load Capacity.....9
Waterway Adequacy.....6
Approach Alignment.....8

* BRIDGE SIGNS *

Posted Load 0 Traffic 0

Horizontal 0 Vertical 0

* IMPROVEMENT DATA *

Prop Work
Prop Structure
Length Width
Prop Adt Year
Appr Rdwy WorkBridge Cost
Appr Cost

Project Cost

Yr of Improv Data

1989 MINNESOTA DEPARTMENT OF TRANSPORTATION - STRUCTURE INVENTORY

DISTRICT - JURISDICTION

8/28/1990

* IDENTIFICATION *

Br.No. (206) 2440 (2)

District 5 Maint Area

County HENNEPIN

City MINNEAPOLIS

Township

MUN 699 MAIN LINE
Route Number Function

Rdwy Type 2 WAY ROAD

MAIN ST UNDER TH 65
Name of Feature CrossedAT JCT OF TH 65
Descriptive Location

Sec 23 Twp 029 Rge 24W

Reference Pt 000+00.210

44° 59.0' 93° 15.5'
Latitude Longitude

Detour Length 00 Mi

STATE HWY STATE HWY
Maint Resp Owner

Fed-Aid System NON

17 URBAN COLLECTOR
Functional Classification

Year Built 1917 Rem 1980

Date Open To Traffic 10/80

Lanes on Br Under 4

2850 1974
A.D.T. HCA DT YearRdwy Appr Width 53
Shld Surf

Median Skew 00°

Defense Sys NO Temp

Plan Available CENTRAL

* STRUCTURE DATA *

58 HWY, PED/HY, RR, S
Type of ServiceType Main Span 112
BOLTED CONCRETE ARCHType ST CONT BM SPAN
Approach Span 401Fract NON-APL /
Critl Member Proc DateSpec1
Feat Member Proc Date

Culvert Type Length

No Spans 7 4 11
Main Appr TotalLength 236.7 1887.8 Ft
Max Spn Total

SDWK WID Lt 8.0 Rt 8.0

Rdwy Width UNDER 50.0
If Divided Nb-Eb Sb-Wb

Deck Width (Out-Out) 081.6

Vert Clear Over Ft Ft

Vert Clear Under 24.0 Ft Ft

Max Vert Clear Ft Ft

Underclear Lat 15.0 Rt Lt

Type Wearing Surface CONCRETE

Depth of W.C. & Fill 0.17 Ft

LOW SLUMP CONC. OVERLAY 1980
Deck Protection System-Yr

Coated Rebar EPOXY 1980

RAILINGS Type 23 23

Condition 8 8

Base Height 3'00" 3'00"

Curb Height 03" 03"

Approach Guardrails 0

Suff Rating 89.6 ADEQ
Status

* SUBSTRUCTURE DATA *

Abut CONCRETE FTNG/PILE

Pier CONCRETE SPRD/ROCK
Mater'l Foundat'n

* WATERWAY DATA *

E J/90
Proc Scour Dr Area

Waterway Opening 99999

Navig Clear/Prot

Vert Horiz

* APPROACH PANELS *

Near 2A A
Far 2A A
Type Cond Length

* PAINT DATA *

Yr Pntd.....

Type.....6K

Area.....

% Unsound.....99

* EXPANSION *
* DEVICE *

Type.....K0

Condition.....1

Yr Instl.....80

* CAPACITY RATINGS *

Design Load HS20+MOD

Operating HS 31.0

Inventory HS 20.0

Posting LEGAL

Rating Date 04/80

Need New Rating NO

* CONDITION CODES *

Area 154044 110814
Structure RoadwayDeck CONC/CIP 01.00 7
Material %UnsdSuperstructure.....6
Substructure.....7
Channel & Protection..8
Culvert & Wall.....N
Inspection Date..11/07/89
Insp. Freq..12 Plan

* APPRAISAL RATINGS *

Structure Eval.....6
Deck Geometry.....8
Underclearances.....8
Safe Load Capacity.....9
Waterway Adequacy.....6
Approach Alignment.....8

* BRIDGE SIGNS *

Posted Load 0 Traffic 0

Horizontal 0 Vertical 0

* IMPROVEMENT DATA *

Prop Work
Prop Structure
Length Width
Prop Adt Year
Appr Rdwy WorkBridge Cost
Appr Cost

Project Cost

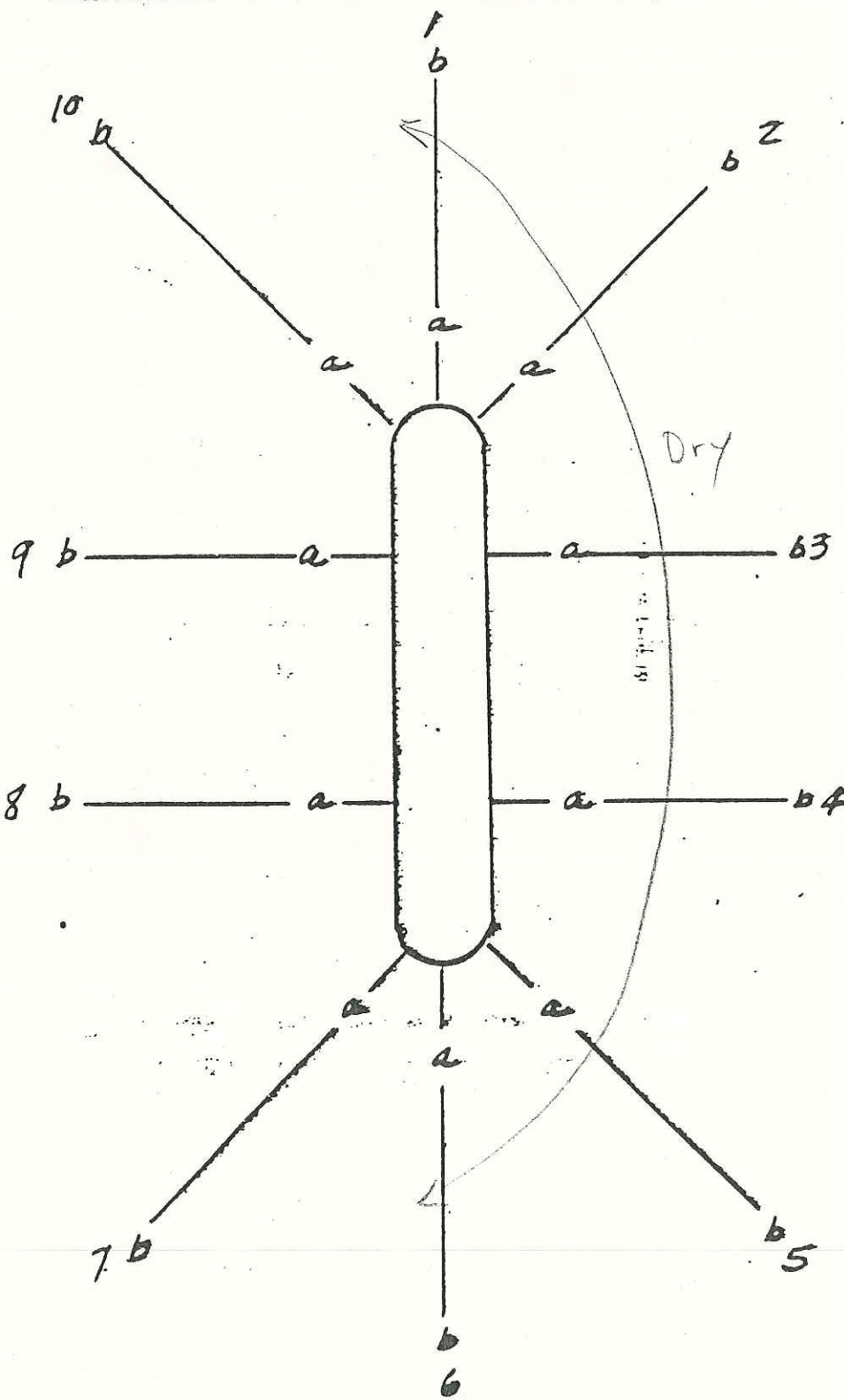
Yr of Improv Data

RIVER SOUNDING DATA

BRIDGE NO. 2440 LOCATION 3rd Ave over Miss

UNIT NO. 1 Pier in water from N

WATER ELEVATION 798.89 DATE 10-1-90



SONAR

	a	b
1	Dry	Dry
2		
3		
4		
5		
6	↓	↓
7	1.0	6.0
8	4.0	5.0
9	4.0	6.5
10	Dry	4.0

ACTUAL

	a	b
1	Dry	Dry
2		
3		
4		
5		
6	↓	↓
7	797.9	792.9
8	794.9	793.9
9	794.9	792.4
10	Dry	794.9

POINT a READING TAKEN @ 5' FROM FOOTING

POINT b READING TAKEN @ 25' FROM FOOTING

SECTION # 1 IS UPSTREAM END OF PIER.

RIVER SOUNDING DATA

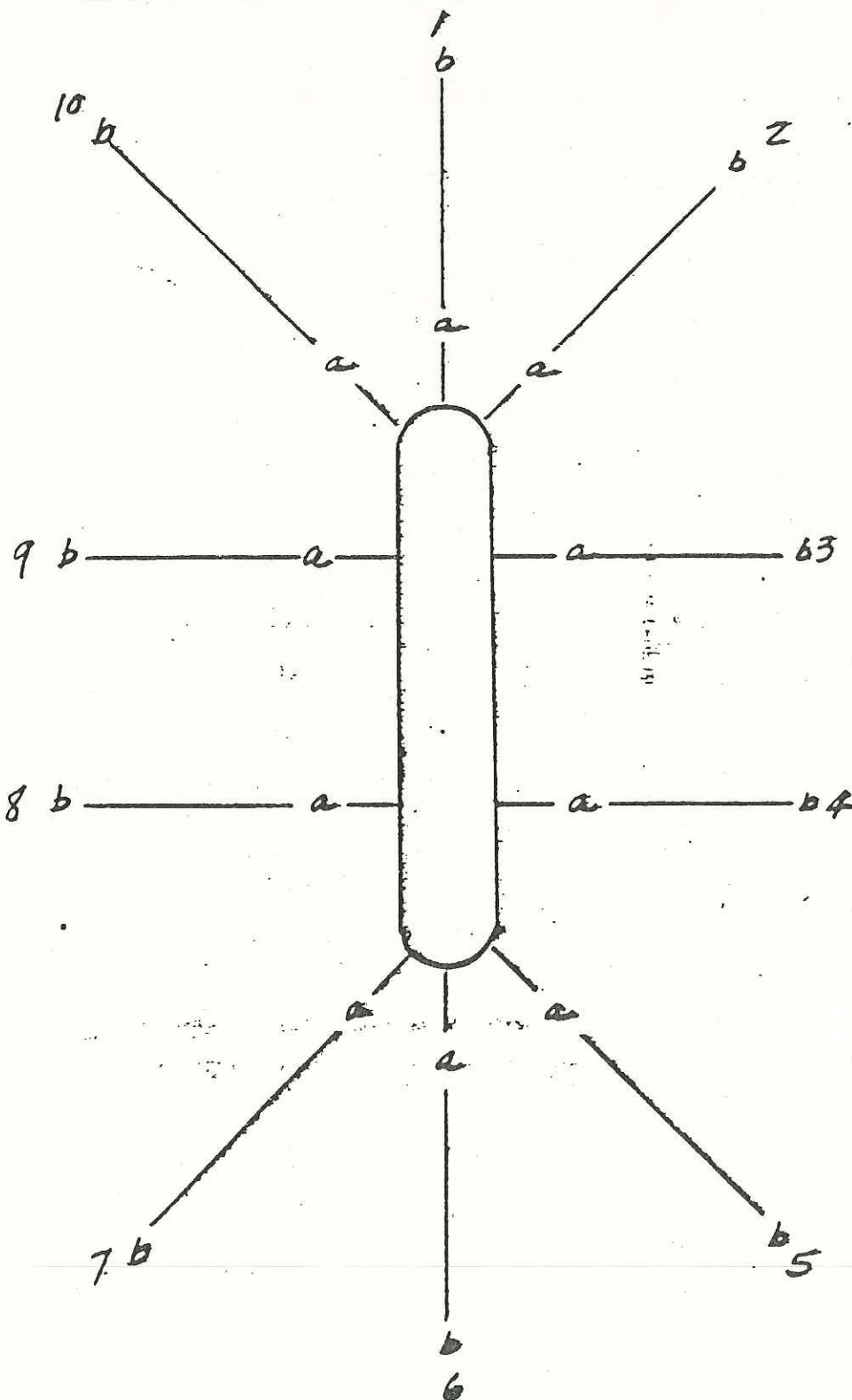
BRIDGE NO. 2440

LOCATION 3¹/₂ mile over M.S.S

UNIT NO. Pier 2 From N

WATER ELEVATION 798.89

DATE 10-1-90



		SONAR	
		a	b
1		4.5	4.5
2		2.0	4.0
3		3.0	8.0
4		2.5	4.0
5		2.0	2.0
6		3.0	8.0
7		5.0	11.0
8		5.0	10.5
9		6.0	9.0
10		4.0	6.0

		ACTUAL	
		a	b
1		794.4	794.4
2		796.9	794.9
3		795.9	790.9
4		796.4	794.9
5		796.9	798.9
6		795.9	790.9
7		792.9	787.9
8		792.9	794.9
9		792.9	789.9
10		794.9	792.9

POINT a READING TAKEN @ 5' FROM FOOTING

POINT b READING TAKEN @ 25' FROM FOOTING

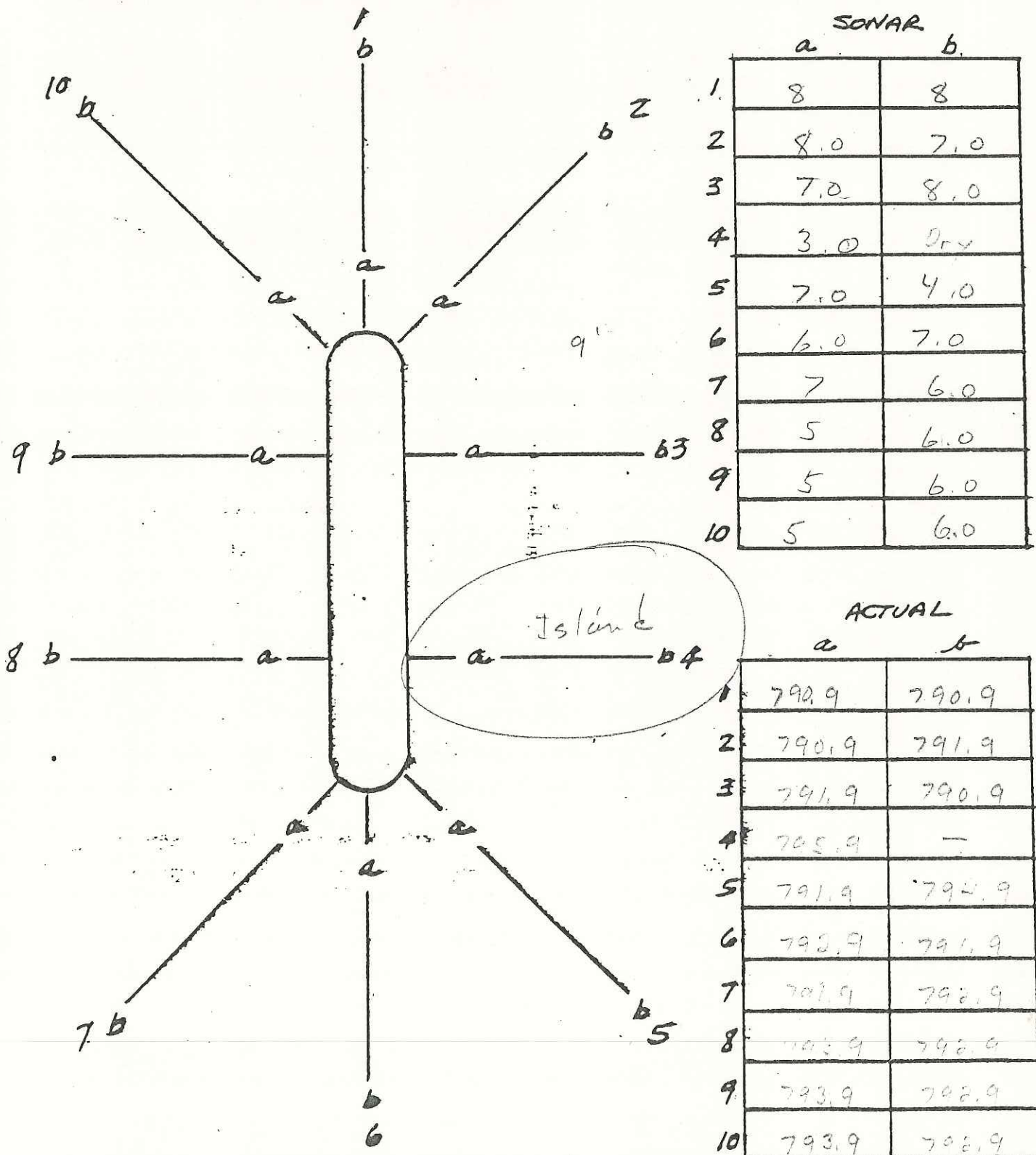
STATION #1 IS UPSTREAM END OF PIER.

RIVER SOUNDING DATA

BRIDGE NO. 2440 LOCATION 3 Ave over Miss

UNIT NO. 3 Pier in water From North

WATER ELEVATION 798.89 DATE 10-1-90



POINT a READING TAKEN @ 5' FROM FOOTING

POINT b READING TAKEN @ 25' FROM FOOTING

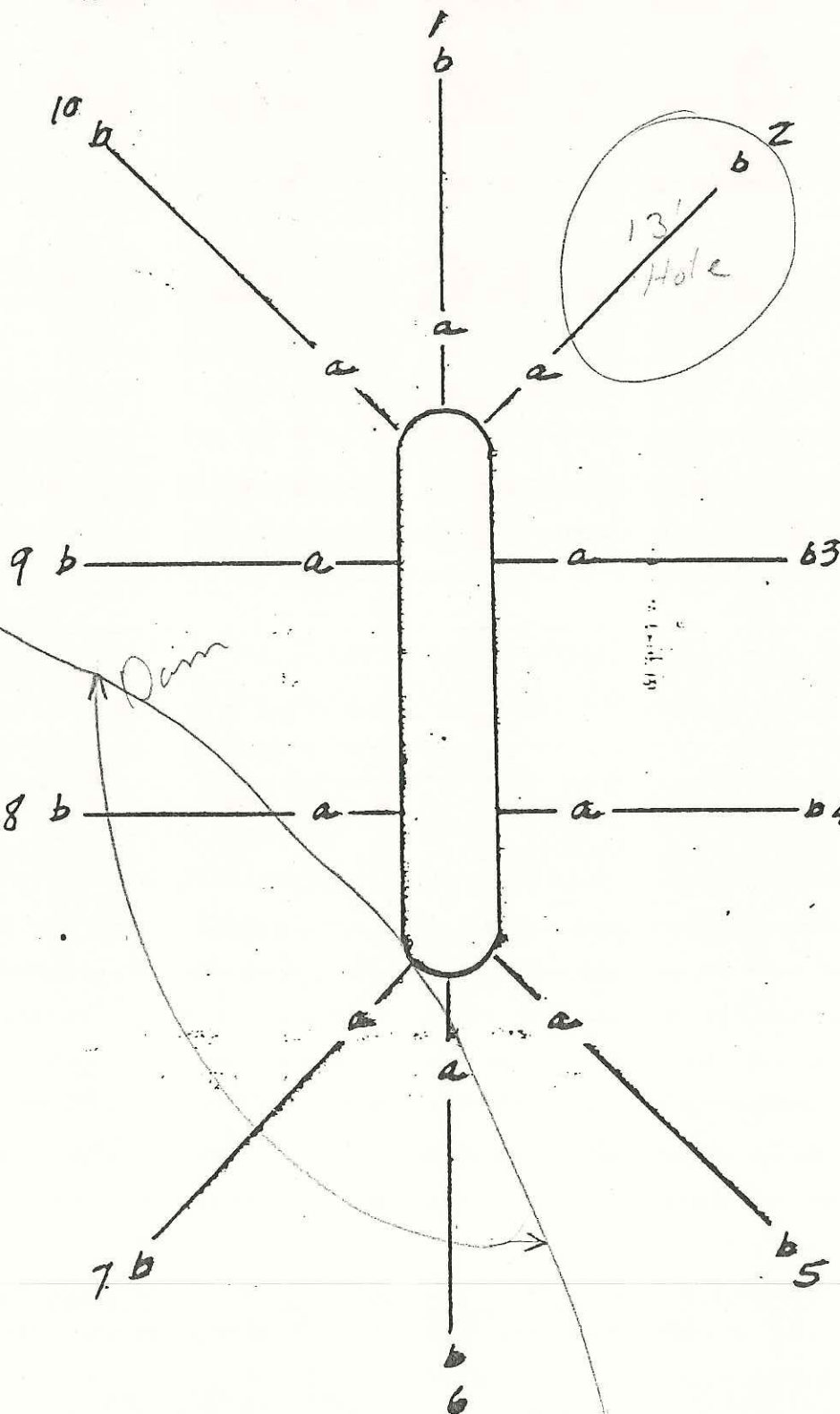
STATION # 1 IS UPSTREAM END OF PIER.

RIVER SOUNDING DATA

BRIDGE NO. 2440 LOCATION 3 Ave over Miss

UNIT NO. P. 4 From N. in water

WATER ELEVATION 798.89 DATE 10-1-90



SONAR	
	a b
1	10 12.0
2	10 13.0
3	3.0 8.0
4	2.5 4.0
5	5.0 5.0
6	Dam Dam
7	
8	↓ ↓
9	8.0 9.0
10	6.0 1.3

ACTUAL	
	a b
1	788.9 786.9
2	788.9 785.9
3	795.9 790.9
4	796.4 794.9
5	793.9 793.9
6	Dam Dam
7	↓ ↓
8	↓ ↓
9	790.9 789.9
10	792.9 785.9

POINT a READING TAKEN @ 5' FROM FOOTING

POINT b READING TAKEN @ 25' FROM FOOTING

STATION # 1 IS UPSTREAM END OF PIER.

CITY OF MINNEAPOLIS

Urgent _____

INSPECTION

Bridges and Related Structures

1. IDENTIFICATION: Bridge No. 6206 ^{MND} Bridge 2440 Approach _____
 Location 3RD AVE. S. OVER MISS. R.
 Posted Limit 18-30T Inspected By PS EL Date 7-1-75

2. CONDITION & SUGGESTED IMPROVEMENT

RATING

- Roadway Surface SIMIL TO MED. SIZE TRANSV. CRACKS @ REGULAR INTERVALS (7)
 Sidewalk Surface BAD DETEIORATION THRU OUT REQUIRES TOTAL REPLACE 2220' X 10' X 2 NR
 Roadway Subsurface SEVERE SPALLING, LEACHING & EFFL. THRU OUT (7)
 Sidewalk Subsurface S. PORTION BADLY ERODED OVER ARCH SPANS #1, #2, #4, #6 FROM W. (7)
 Railing MOST CONCRETE POSTS CRACKED & SPALLED - METAL BELLS RUSTED (7)
 Curb COMPLETELY DISINTEGRATED - CURB BEAMS RUSTED TOTAL REPLACE 2220' X 2 NR
 Stringers PLATE GIRDERS @ W. END OF BRIDGE HAVE SEVERE RUST & CORROSION W/ HEAVY
SEVERE - MANY FLOOR BEAMS HAVE SEVERE RUST & CORROSION @ DECK E. & W. (5)
ENDS OF BRIDGE - STEEL BRACES & COLS HAVE MED. RUST - CONCRETE STRINGERS
HAVE SEVERE DETEIORATION @ DECK SEATS - CONC. FLOOR BEAMS HAVE SEVERE SPALL
& DECOMPOSITION - CONC. STRINGERS @ E. END OF BRIDGE ARE IN STATE OF BAD DECAY
 Trusses _____
 Arches LARGE SIZE CRACKS S. SIDE ARCH #1 FROM W. @ W. ARCH SEAT - PLATE SECTIONS & SPALLING (4)
FOR LARGE SPALLS, SEVERE EFFL. REPAIRS SH. BE LONG STRENGTHENING CONC. DISINTEGRATING
UNDER BEAMS - J OF CONC. CURB TOP OF ARCH #4 - 4' E. W. CONC. TOP ARCH #6
 Shoes & Expansion Devices _____
 Piers SEVERE SCOURING @ W. L. - MASSIVE EROSION ON PIERS #1 & #2 (5)
FROM W. - MANY LARGE CRACKS W. SIDE PIER #4
 Abutments E. ABUT HAS 2 LARGE SIZE FULL HT. VERT. CRACKS - MASONRY (6)
WEATHERED, SEVERE SEEPAGE PLUS EFFL.
 Walls (Grib or Side) NUMEROUS FINE TO MED. SIZE CRACKS (6)
 Warning Lights or Delineation NAVIGATION LIGHTS GOOD (8)
 Lighting (Pedestrian/Rdwy) Good (8)
 Other (e.g. Approach Guard Rail) MINOR ACCIDENT DAMAGE (7)
 3. GENERAL CONDITION AND REMARKS POOR TO FAIR (4)

VIBRATED UNDER LOAD - CONCRETE SPIRAL STAIR IN DANGER OF
COLLAPING.

4. ESTIMATED COST OF IMPROVEMENT & REPAIRS

5. PICTURE NOS.

6. PLANS MADE OR OWNER NOTIFIED

DATE

7. REPAIRS MADE

DATE

STRUCTURE (5)
 SUPER " (4)
 DECK (3)

NEEDS REPAIR - NR

MINNESOTA DEPARTMENT OF TRANSPORTATION
SUPPLEMENTAL STRUCTURE INVENTORY

Mn/DOT TP 21532

IDENTIFICATION

Bridge No. 2440 County HENN City MPLS
Name of feature crossed by main span(s) MISS. RIVER
Name of feature crossed by other span(s) 2ND ST S.E., B.N.R.R. + C+N.W.R.R.
Other features in vicinity (roads, railroads, buildings, natural features) UPPER ST. ANTHONY LOCK + DAM, JIM HILL BRIDGE, NICOLLET ISLAND, MAIN POST OFFICE

STRUCTURAL DATA

Type of main span(s) CONC. ARCH OPEN SPANDREL
(specific name, such as Warren truss, rigid frame concrete, concrete T beam, etc.)
Number of main spans 5 Number of other spans 10
Type of other span(s) DECK GIRDER + CONC. BMS
If metal bridge, type of connections: Pinned _____ Riveted _____ Welded _____
Structure style, if girder or truss: Through _____ Pony _____ Deck _____
Unusual features of this structure, such as iron or stone decorations, unusual bearings _____

DATA FROM BRIDGE NAMEPLATE

Year constructed _____ Owner _____
Builder, builder's address _____
All other information _____

ABUTMENT DATA

Materials CONC.
Type of construction CAST IN PLACE CONC.
(such as stone masonry, cast in place concrete, etc.)

PIER DATA

Materials CONC.
Type of construction SOLID PIER
(such as pile bent, solid pier, column pier, etc.)

OTHER

Location where bridge plans or drawings are filed _____
Names of designers on plan _____
Firm names on plan _____
Manufacturer or fabricator _____
Dates on plans _____
Dates of construction _____

Remarks BRIDGE WAS BUILT IN 1914 - 18 @ A COST OF \$862,254.00. BRIDGE WAS REMODELED IN 1939 + ALSO IN 1979

MINNESOTA DEPARTMENT OF TRANSPORTATION - STRUCTURE INVENTORY

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MNDOT 29171 (-02)

YEAR 1981

C.S.=2710 2 WAY ROAD

BY DISTRICT

9/29/81

IDENTIFICATION

8 BR. NO. (206) 2440 (1)

2 DISTRICT 5 MAINT. AREA 5A

3 COUNTY HENNEPIN

4 CITY MINNEAPOLIS

5 ROUTE NO. FUNCTION

6 NAME OF FEATURE CROSSED

3RD / MISS R MAIN ST & BN

9 DESCRIPTIVE LOCATION

0.3 MI NE OF JCT TH 12

SEC. 23 TWP. 02 RGE. 24W

REFERENCE POINT 001+00.716

16 LATITUDE 44°59.0'

17 LONGITUDE 93°15.5'

18 PHYSICAL VULNERABILITY 8

19 DETOUR LENGTH 1 mi.

21 CUSTODIAN 22 OWNER

STATE HWY STATE HWY

24 FED - AID FAP URBAN

25 ADMINISTRATION STATE

26 FUNCTIONAL CLASSIFICATION

16 URBAN MINOR ARTERIAL

27 YEAR BUILT 17 REMODELED 80

DATE OPEN TO TRAFFIC 10-80

28 LANES ON BRIDGE 4 UNDER

29 A.D.T. 21500 30 YEAR 80

31 DESIGN LOAD HS20+MCD

32 RDWY. APPR. WIDTH 58'6" 48'

33 MEDIAN 34 SKEW 00°

EXPANSION DEVICE

TYPE Ke CONDITION 1

YEAR INSTALLED 19 80

38 NAVIGATION CONTROL NO

39 NAVIGATION CLEARANCE VERT. HORIZ.

WATERWAY OPENING 99999 ft.

42 TYPE OF SERVICE 58

HWY, PED/HY, RR, S

43 TYPE OF MAIN SPAN 112

CONCRETE ARCH

44 TYPE OF APPROACH SPAN 401

ST CONT BM SPAN

CULVERT ID.

BARREL LENGTH 7 ft.

45 NO SPANS MAIN UNIT 7

46 NO. SPANS APPR. UNIT 4

TOTAL NO. SPANS 11

48 MAX. SPAN LENGTH 236.7 ft.

49 TOTAL LENGTH 1887.8 ft.

50 SIDEWALK WIDTH LT 80' 8.5 RT 80' 8.5

51 ROADWAY WIDTH OVER 58.7 ft.

52 DECK WIDTH (Out - Out) 81.6 ft.

53 VERT. CLEAR OVER 18.3 ft.

54 UNDERCLEAR VERT. 18.3 ft.

10 MAX. VERT. CLEAR 18.3 ft.

55 UNDERCLEAR-LATERAL RT. 12.0 ft.

57 TYPE OF WEARING SURFACE CONCRETE

TOTAL DEPTH OF W.C.-FILL ETC. 0.17 ft.

COATED REBARS EPOXY YEAR 19 80

LOW SLUMP CONC. OVERLAY 19 80

CONDITION CODES

DECK AREA 110814

58 DECK 79

59 SUPERSTRUCTURE 8

60 SUBSTRUCTURE 8

61 CHANNEL & PROTECTION 8

62 CULVERT & WALL N

63 EST. LIFE 30 yrs.

65 APPROACH ROADWAY 8

INSPECTION DATE 10/26/81 4/04/80

APPR. PANEL TYPE 2A 2A

PANEL CONDITION A A

LENGTH 6K

YEAR PAINTED TYPE 6K

PAINTED AREA 100 %

UNBOUND AREA 100 %

BRIDGE SIGNS

POSTED LOAD 0 TRAFFIC 0

HORIZONTAL 0 VERTICAL 0

73 YEAR NEEDED 19 74 TYPE SERVICE

75 TYPE WORK

76 LENGTH WIDTH LNS

80 PROJECTED A.D.T. 81 YEAR 19

82 RDWY. IMP. YR. 19 83 WORK

83 EST. IMPROVEMENT COST \$ 89.3

SUFFICIENCY RATING 89.3

REMARKS

APPRAISAL RATINGS

67 STRUCTURE CONDITION 7

68 DECK GEOMETRY 8

69 UNDERCLEARANCES 8

70 SAFE LOAD CAPACITY 9

71 WATERWAY ADEQUACY 6

72 APPROACH ALIGNMENT 8

PLAN AVAIL. DISTRICT

RAILINGS TYPE 23 23

CONDITION 8 8

BASE HEIGHT 3'-0" 3'-0"

CURB HEIGHT 3" 3"

APPROACH GUARDRAILS 0

CAPACITY RATINGS

DATE OF RATING-MN 04 19 80

64 OPERATING HS 31.0

66 INVENTORY HS 20.0

POSTING LDS. LEGAL

NEW RATING NEEDED NO

PROPOSED IMPROVEMENT DATA

YEAR 1979

MINNESOTA DEPARTMENT OF TRANSPORTATION - STRUCTURE INVENTORY SHEET

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BY DISTRICT

(10/02/79)

IDENTIFICATION		CONDITION CODES		APPRAISAL RATINGS	
8 BR. NO.	(206) 2440 (1)	58 DECK	25 <u>00</u> % UNSOUND	67 STRUCTURE CONDITION	<u>4</u> <u>3</u>
2 DISTRICT	5 MAINT. AREA 5A	59 SUPERSTRUCTURE	<u>4</u>	68 DECK GEOMETRY	<u>5</u>
3 COUNTY	HENNEPIN	60 SUBSTRUCTURE	<u>4</u>	69 UNDERCLEARANCES	<u>7</u>
4 CITY	MINNEAPOLIS	61 CHANNEL & PROTECTION	<u>7</u>	70 SAFE LOAD CAPACITY	<u>9</u> <u>3</u>
5 ROUTE	NO. FUNCTION	62 CULVERT & WALL	<u>N</u>	71 WATERWAY ADEQUACY	<u>6</u>
T.H.	65 MAIN LINE	63 EST. LIFE	<u>06</u> yrs.	72 APPROACH ALIGNMENT	<u>6</u>
6 NAME OF FEATURE CROSSED		65 APPROACH ROADWAY	<u>7</u>	PLAN AVAIL.	<u>NO PLAN</u>
3RD / MISS R MAIN ST & BN		YEAR PAINTED	<u>19</u>	BRIDGE RAILINGS	<u>040</u> <u>040</u>
9 DESCRIPTIVE LOCATION		CONDITION OF PAINT		APPROACH GUARDRAILS	<u>323</u> <u>323</u>
0.3 MI NE OF JCT IH 12		TYPE OF PAINT		CAPACITY RATINGS	<u>80</u>
SEC. 23 TWP. 029 RGE. 24		BRIDGE SIGNS		YEAR OF RATING	<u>04</u> 1975
11 MILEPOINT	0.11	POSTED LOAD	<u>0</u> <u>2</u>	64 OPERATING	<u>H531</u> <u>HS</u> 11.1
16 LATITUDE	44° 59.0'	TRAFFIC CONTROL	<u>0</u>	66 INVENTORY	<u>H520</u> <u>H</u> 04.0
17 LONGITUDE	93° 15.5'	HORIZONTAL CONTROL	<u>0</u>	POSTING LDS.	<u>18</u> <u>30</u> <u>30</u>
18 PHYSICAL VULNERABILITY	6	VERTICAL CONTROL	<u>0</u>	NEW RATING NEEDED	<u>NO</u>
19 DETOUR LENGTH	01 mi.	INSPECTION DATE	<u>12/13/78</u>		
21 CUSTODIAN	22 OWNER	PROPOSED IMPROVEMENT DATA			
STATE HWY.	STATE HWY.	73 YEAR NEEDED	<u>1980</u>	74 TYPE SERVICE	<u>58</u>
24 FED - AID	FAP URBAN	75 TYPE OF WORK		REHABILITATE	
25 ADMINISTRATION	STATE	PROPOSED STRUCTURE TYPE		BRIDGE	
26 FUNCTIONAL CLASSIFICATION		76 PROPOSED IMPROVEMENT LENGTH	<u>2000</u>		
44 MINOR ART. URBAN		78 PROPOSED WIDTH	<u>87</u> ft.	79 LANES	<u>4</u>
STRUCTURE DATA		80 PROJECTED A.D.T.	<u>33300</u>	81 YEAR	<u>1990</u>
27 YEAR BUILT	17 REMODELED	82 RDWY. IMP. YR.	<u>80</u>	83 WORK	<u>RESURFACE</u>
28 LANES ON BRIDGE	4 UNDER	83 TOTAL IMPROVEMENT COST \$	<u>7,000,000</u>		
29 A.D.T.	19000 30 YEAR 78	REMARKS			
31 DESIGN LOAD	H 10 HS20MT	SUFFICIENCY RATING	<u>22.9</u>		
32 RDWY. APPR. WIDTH N	66 F 66	BRIDGE BEING COMPLETELY			
33 MEDIAN	34 SKEW 00°	REMOVED - CLOSED.			
		SLAB WATERPROOF SYSTEM			
		TOTAL DEPTH OF W.C.-FILL ETC.			
		YEAR			
		1980			
		LOW SKEW			

YEAR 1979

MINNESOTA DEPARTMENT OF TRANSPORTATION - STRUCTURE INVENTORY SHEET

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BY DISTRICT

(10/02/79)

IDENTIFICATION		CONDITION CODES		APPRAISAL RATINGS			
8 BR. NO.	(206) 2440 (2)	35 STRUCTURE FLARED	NO	58 DECK	25-00% UNSOUND 4	67 STRUCTURE CONDITION	4-3
2 DISTRICT	5 MAINT. AREA	38 NAVIGATION CONTROL	NO	59 SUPERSTRUCTURE	4	68 DECK GEOMETRY	5
3 COUNTY	HENNEPIN	39 NAV. VERT. CLEAR.	ft.	60 SUBSTRUCTURE	4	69 UNDERCLEARANCES	7
4 CITY	MINNEAPOLIS	40 NAV. HORIZ. CLEAR.	ft.	61 CHANNEL & PROTECTION	7	70 SAFE LOAD CAPACITY	9-3
5 ROUTE	NO. FUNCTION	WATERWAY OPENING	99999 ft.	62 CULVERT & WALL	N	71 WATERWAY ADEQUACY	6
CITY	MAIN LINE	42 TYPE OF SERVICE	58	63 EST. LIFE	06 yrs.	72 APPROACH ALIGNMENT	6
6 NAME OF FEATURE CROSSED		HWY, PED/HY, RR, S		65 APPROACH ROADWAY	7	PLAN AVAIL.	NO PLAN
MAIN ST UNDER TH 65		43 TYPE OF MAIN SPAN	112	YEAR PAINTED	19	BRIDGE RAILINGS	040 040
9 DESCRIPTIVE LOCATION		CONCRETE ARCH		CONDITION OF PAINT		APPROACH GUARDRAILS	323 323
AT JCT OF TH 65		44 TYPE OF APPROACH SPAN	101	TYPE OF PAINT		CAPACITY RATINGS	80
SEC. 23 TWP. 029 RGE. 24		CULVERT ID.		BRIDGE SIGNS		YEAR OF RATING	04 1975
11 MILEPOINT		BARREL LENGTH	ft.	POSTED LOAD	0	64 OPERATING	H531 HS 11.1
16 LATITUDE	44° 59' 0"	45 NO. SPANS MAIN UNIT	7	TRAFFIC CONTROL	0	66 INVENTORY	H520 H 04.0
17 LONGITUDE	93° 15' 5"	46 NO. SPANS APPR. UNIT	4-7	HORIZONTAL CONTROL	0	POSTING LDS.	18 30 30
18 PHYSICAL VULNERABILITY	6	TOTAL NO. SPANS	11-14	VERTICAL CONTROL	0	NEW RATING NEEDED	NO
19 DETOUR LENGTH	00 mi.	48 MAX. SPAN LENGTH	214.5 ft.	INSPECTION DATE	12/13/78		11/10/80
21 CUSTODIAN	22 OWNER	49 TOTAL LENGTH	1883.8 ft.	PROPOSED IMPROVEMENT DATA			
STATE HWY.	STATE HWY.	50 SIDEWALK WIDTH LT	10.0 ft.	73 YEAR NEEDED	19	74 TYPE SERVICE	
24 FED - AID	LOCAL STREET	51 ROADWAY WIDTH UNDER	47 ft.	75 TYPE OF WORK		PROPOSED STRUCTURE TYPE	
25 ADMINISTRATION	LOCAL	52 DECK WIDTH (Out - Out)	81.6 ft.	76 PROPOSED IMPROVEMENT LENGTH		79 LANES	
26 FUNCTIONAL CLASSIFICATION	46 LOCAL URBAN	53 VERT. CLEAR. OVER	ft.	78 PROPOSED WIDTH		81 YEAR 19	
STRUCTURE DATA		54 UNDERCLEAR VERT.	18.1 ft.	80 PROTECTED A.D.T.		83 WORK	
27 YEAR BUILT	17 REMODELED	55 UNDERCLEAR - LATERAL RIGHT	15.0 ft.	82 RDWY. IMP. YR.		83 TOTAL IMPROVEMENT COST \$	000
28 LANES ON BRIDGE	4 UNDER	56 UNDERCLEAR - LATERAL LEFT	ft.	REMARKS SUFFICIENCY RATING 22.9			
29 A.D.T.	2850 30 YEAR 74	57 TYPE OF WEARING SURFACE					
31 DESIGN LOAD	H 10 H520 TMS	TOTAL DEPTH OF W.C. - FILL ETC.	ft.				
32 RDWY. APPR. WIDTH N	53 F 53	SLAB WATERPROOF SYSTEM					
33 MEDIAN	34 SKEW 00°	YEAR	19				

YEAR 1977

MINNESOTA DEPARTMENT OF TRANSPORTATION - STRUCTURE INVENTORY SHEET

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BY DISTRICT

(09/23/77)

IDENTIFICATION

8 BR. NO. 2440 (11)

2 DISTRICT 5 MAINT. AREA 5A

3 COUNTY HENNEPIN

4 CITY MINNEAPOLIS

5 ROUTE NO. 65 FUNCTION MAIN LINE

6 NAME OF FEATURE CROSSED US

9 DESCRIPTIVE LOCATION 3RD / MISS R MAIN ST & BN

0.3 MI NE OF JCT TH 12

SEC. 23 TWP. 029 RGE. 24

11 MILEPOINT 11 86+82

16 LATITUDE 44°59'0"

17 LONGITUDE 93°15'5"

18 PHYSICAL VULNERABILITY 6

19 DETOUR LENGTH 01 mi.

21 CUSTODIAN 22 OWNER STATE HWY.

24 FED - AID FAP URBAN

25 ADMINISTRATION STATE

26 FUNCTIONAL CLASSIFICATION 44 MINOR ART. URBAN

STRUCTURE DATA

27 YEAR BUILT 17 REMODELED 49

28 LANES ON BRIDGE 4 UNDER 76

29 A.D.T. 16625 30 YEAR 76

31 DESIGN LOAD H 10

32 RDWY. APPR. WIDTH N 66 F 66

33 MEDIAN 34 SKEW 00°

35 STRUCTURE FLARED NO

38 NAVIGATION CONTROL NO

39 NAV. VERT. CLEAR. ft.

40 NAV. HORIZ. CLEAR. ft.

WATERWAY OPENING 99959 ft.

42 TYPE OF SERVICE 58

HWY;PED/HY,R,R,S

43 TYPE OF MAIN SPAN 112

CONCRETE ARCH

44 TYPE OF APPROACH SPAN 101

CONCRETE BM SPAN

CULVERT ID. ft.

BARREL LENGTH ft.

45 NO. SPANS MAIN UNIT 7

46 NO. SPANS APPR. UNIT 7

TOTAL NO. SPANS 14

48 MAX. SPAN LENGTH 214.5 ft.

49 TOTAL LENGTH 1864.1 ft.

50 SIDEWALK WIDTH 10 0 RT

51 ROADWAY WIDTH OVER 56 5 ft.

52 DECK WIDTH (Out - Out) 83.5 ft.

53 VERT. CLEAR. OVER ft.

54 UNDERCLEAR VERT. 18.1 ft.

10 MAX. VERT. CLEAR. ft.

55 UNDERCLEAR-LATERAL RIGHT 3.0 ft.

56 UNDERCLEAR-LATERAL LEFT ft.

57 TYPE OF WEARING SURFACE ASPHALT

TOTAL DEPTH OF W.C.-FILL ETC. ft.

SLAB WATERPROOF SYSTEM YEAR 19

CONDITION CODES

APPRAISAL RATINGS

58 DECK UNSATISFACTORY 5

59 SUPERSTRUCTURE 5

60 SUBSTRUCTURE 5

61 CHANNEL & PROTECTION 7

62 CULVERT & WALL N

63 EST. LIFE 08 yrs.

65 APPROACH ROADWAY 7

YEAR PAINTED 19

CONDITION OF PAINT 0

TYPE OF PAINT 0

BRIDGE SIGNS 2

POSTED LOAD 2

TRAFFIC CONTROL 0

HORIZONTAL CONTROL 0

VERTICAL CONTROL 0

INSPECTION DATE 09/07/76

67 STRUCTURE CONDITION 4

68 DECK GEOMETRY 5

69 UNDERCLEARANCES 7

70 SAFE LOAD CAPACITY 3

71 WATERWAY ADEQUACY 6

72 APPROACH ALIGNMENT 6

PLAN AVAIL. NO PLAN

BRIDGE RAILINGS 0

APPROACH GUARDRAILS 0

CAPACITY RATINGS 0

YEAR OF RATING 04 1975

64 OPERATING HS 11.1

66 INVENTORY H 04+0

POSTING LDS. 18 30 30

NEW RATING NEEDED NO

PROPOSED IMPROVEMENT DATA

73 YEAR NEEDED 1980 74 TYPE SERVICE 58

75 TYPE OF WORK REHABILITATE

PROPOSED STRUCTURE TYPE BRIDGE

76 PROPOSED IMPROVEMENT LENGTH 2000 ft.

78 PROPOSED WIDTH 87 ft. 79 LANES 4

80 PROJECTED A.D.T. 33300 81 YEAR 1990

82 RDWY. IMP. YR. 78 83 WORK RESURFACE

83 TOTAL IMPROVEMENT COST \$ 9,592,000

REMARKS SUBMITTED FOR S.B.R.

ft.

ft.

ft.

34209

YEAR 1977

MINNESOTA DEPARTMENT OF TRANSPORTATION - STRUCTURE INVENTORY SHEET

PAGE 45

BY DISTRICT

(09/23/77)

IDENTIFICATION

8 BR. NO. 2440 (2)

2 DISTRICT 5 MAINT. AREA

3 COUNTY HENNEPIN

4 CITY MINNEAPOLIS

5 ROUTE NO. 292 FUNCTION NO

0175 MSAS 5 292 MAIN LINE

6 NAME OF FEATURE CROSSED

MAIN ST UNDER TH 865

9 DESCRIPTIVE LOCATION

AT JCT TH 865

SEC. 23 TWP. 029 RGE. 24

11 MILEPOINT

16 LATITUDE 44° 59.0'

17 LONGITUDE 93° 15.5'

18 PHYSICAL VULNERABILITY 6

19 DETOUR LENGTH 00 mi.

21 CUSTODIAN 22 OWNER

STATE HWY. STATE HWY.

24 FED - AID LOCAL STREET

25 ADMINISTRATION LOCAL

26 FUNCTIONAL CLASSIFICATION

46 LOCAL URBAN

STRUCTURE DATA

27 YEAR BUILT 17 REMODELED 49

28 LANES ON BRIDGE UNDER 4

29 A.D.T. 2850 30 YEAR 74

31 DESIGN LOAD H 10

32 RDWY. APPR. WIDTH N 53 F 53

33 MEDIAN 34 SKEW 00°

35 STRUCTURE FLARED NO

38 NAVIGATION CONTROL NO

39 NAV. VERT. CLEAR. ft.

40 NAV. HORIZ. CLEAR. ft.

WATERWAY OPENING 999 99 ft.

42 TYPE OF SERVICE 58

68409 11-27-78 HWY; PED/HY, RR, S

43 TYPE OF MAIN SPAN 112

CONCRETE ARCH

44 TYPE OF APPROACH SPAN 101

CONCRETE BM SPAN

CULVERT ID. ft.

BARREL LENGTH ft.

45 NO. SPANS MAIN UNIT 7

46 NO. SPANS APPR. UNIT 7

TOTAL NO. SPANS 14

48 MAX. SPAN LENGTH 214.5 ft.

49 TOTAL LENGTH 1864.1 ft.

50 SIDEWALK WIDTH LT 10.0 RT 10.0

51 ROADWAY WIDTH UNDER 47 7 ft.

52 DECK WIDTH (Out - Out) 83.5 ft.

53 VERT. CLEAR. OVER ft.

54 UNDERCLEAR VERT. 18.1 ft.

10 MAX. VERT. CLEAR. ft.

55 UNDERCLEAR-LATERAL RIGHT ft.

56 UNDERCLEAR-LATERAL LEFT ft.

57 TYPE OF WEARING SURFACE

TOTAL DEPTH OF W.C.-FILL ETC. ft.

SLAB WATERPROOF SYSTEM

YEAR 19

CONDITION CODES

58 DECK 2 UNSATISFACTORY 5

59 SUPERSTRUCTURE 5

60 SUBSTRUCTURE 5

61 CHANNEL & PROTECTION 7

62 CULVERT & WALL N

63 EST. LIFE 08 yrs.

65 APPROACH ROADWAY 7

YEAR PAINTED 19

CONDITION OF PAINT ft.

TYPE OF PAINT

BRIDGE SIGNS

POSTED LOAD ft.

TRAFFIC CONTROL ft.

HORIZONTAL CONTROL ft.

VERTICAL CONTROL ft.

INSPECTION DATE 09/07/76

APPRAISAL RATINGS

67 STRUCTURE CONDITION 4

68 DECK GEOMETRY 5

69 UNDERCLEARANCES 7

70 SAFE LOAD CAPACITY 3

71 WATERWAY ADEQUACY 6

72 APPROACH ALIGNMENT 6

PLAN AVAIL. NO PLAN

BRIDGE RAILINGS ft.

APPROACH GUARDRAILS ft.

CAPACITY RATINGS

YEAR OF RATING 04 1975

64 OPERATING HS 11.1

66 INVENTORY H 04.0

POSTING LDS. 18 30 30

NEW RATING NEEDED NO

PROPOSED IMPROVEMENT DATA

73 YEAR NEEDED 19 74 TYPE SERVICE ft.

75 TYPE OF WORK ft.

PROPOSED STRUCTURE TYPE ft.

76 PROPOSED IMPROVEMENT LENGTH ft.

78 PROPOSED WIDTH ft. 79 LANES ft.

80 PROJECTED A.D.T. ft. 81 YEAR 19

82 RDWY. IMP. YR. ft. 83 WORK ft.

83 TOTAL IMPROVEMENT COST \$.000

REMARKS ft.

MINNESOTA HIGHWAY DEPARTMENT - STRUCTURE INVENTORY SHEET

(11/27/73)

PAGE 35

YEAR 1973

BY MAINTENANCE AREA

1 STATE MINNESOTA

2 HWAY DIST. 5 MAINT. AREA 5A

3 COUNTY HENNEPIN

4 MUNICIPALITY MINNEAPOLIS

5 ROUTE US 8 MAIN LINE

6 NAME OF FEATURE CROSSED

OVER MISS R MSAS292 BN RR

8 BRIDGE NUMBER 2440 (1)

9 DESCRIPTIVE LOCATION

0.3 MI NE OF JCT TH 12

SEC. 23 TWP. 029 RGE. 24

11 MILEPOINT 86.82

16 LATITUDE 44 59.0'

17 LONGITUDE 93 15.5'

18 PHYSICAL VULNERABILITY 6

19 BY-PASS DETOUR LENGTH 0.1 MI.

20 TOLL BR. TOLL RD. FREE RD. X

21 CUSTODIAN 22. OWNER

STATE HGY. STATE HGY.

24 FED. AID SYSTEM FAP URBAN

25 ADMINISTRATIVE STATE

26 FUNCTIONAL 43 PRIN. ART. URBAN

27 YEAR BUILT 17 REMODELED 49

28 LANES ON STRUCTURE 04 UNDER

29 ADT. 02580 80 YEAR OF A.D.T. 70

31 DESIGN LOAD UNKNOWN

32 R'DWAY APPROACH WIDTH N 66 F 66

33 MEDIAN 34 SKEW 00°

35 STRUCTURE FLARED NO

38 NAVIGATION CONTROL NO

39 NAVIGATION VERT. CLEARANCE ft.

40 NAVIGATION HORIZ. CLEARANCE ft.

42 TYPE SERVICE HGY, PED/HY, RR,

43 STRUCTURE TYPE MAIN SPAN 112

CONCRETE ARCH

44 STRUCTURE TYPE APPROACH SPAN 106

CONCRETE 8M SPAN

CULVERT IDENT. 106

CULVERT BARREL LENGTH ft.

45 NUMBER SPANS MAIN UNIT 07

46 NUMBER SPANS APPROACH UNIT 7

47 TOTAL NUMBER SPANS 14

48 MAXIMUM SPAN LENGTH 214.5 ft.

49 TOTAL STRUCTURE LENGTH 1864.1 ft.

50 SIDEWALK WIDTH LT10.0 RT 10.0 ft.

51 ROADWAY WIDTH OVER 56.5 ft.

52 DECK WIDTH (OUT-OUT) 83.5 ft.

53 VERT CLEAR OV DECK 99.9 ft.

54 UNDER CLEAR.-VERT 18.1 ft.

10 MAX. VERT. CLER. ft.

55 UNDER CLEAR.-LATERAL-RT 03.0 ft.

56 UNDER CLEAR.-LATERAL-LT ft.

57 WEARING SURFACE 2 ASPHALT

CONDITION CODES

58 DECK 7

59 SUPERSTRUCTURE 6

60 SUBSTRUCTURE 7

61 CHANNEL & PROTECTION 8

62 CULVERT & RETAINING WALL N

63 EST. REMAINING LIFE 09 Yrs.

65 APPROACH ROADWAY ALIGNMENT 7

RATINGS:

64 OPERATING HS18 0

66 INVENTORY HS12 0

POSTING

APPRAISAL RATINGS

67 STRUCTURAL CONDITION 7

68 DECK GEOMETRY 7

69 UNDERCLEARANCES 8

70 SAFE LOAD CAPACITY 4

71 WATERWAY ADEQUACY 8

72 APPROACH ALIGNMENT 7

PLAN AVAILABLE NO PLAN

APPROACH GUARDRAIL 0

WARNING SIGNS

POSTED LOAD 0 TRAFFIC CONTROL 0

HORIZ. CLEAR. 0 VERT. CLEAR. 0

REMARKS:

NOTE: Line numbers before entries
refer to corresponding numbers on
"Structure Inventory and Appraisal
Sheet" Form 17109.

1 STATE MINNESOTA

23 FED AID PROJ NO

42 TYPE SERVICE

2 HWY DISTRICT 5 MAINT AREA 5A

24 FED AID SYSTEM NON

43 STRUCTURE TYPE MAIN

3 COUNTY HENNEPIN

25 ADMINISTRATIVE

44

APPROACH

4 MUNICIPALITY MINNEAPOLIS

26 FUNCTIONAL

CULVERT ID

5 ROUTE I.H. 8

27 YEAR BUILT 17 REMODELED 49

CULVERT BARREL LENGTH

6 NAME OF FEATURE CROSSED
MISS R. MAIN ST. & BN. INC.

28 LANES 4

45 NO OF SPANS MAIN

29 ADT 0 30 YEAR

46

APPROACH

7 FACILITY CARRIED

31 DESG LOAD

47

TOTAL

8 BRIDGE NUMBER 2440

9 DESCRIPTIVE LOCATION

POSTED LOAD LIMITS TONS

0.3 MI. NE. OF JCT. IHI2

32 RDWY APPR WIDTH N F

49 TOTAL LENGTH

SEC 23 TWP 0229 RG 24

33 BR MEDIAN

50 SIDEWALK RT LT

11 MILEPOINT 86.82

34 SKEW 0

51 ROADWAY WIDTH

12 ROAD SECTION NO 033

35 STRUCTURE FLARED

52 DECK WIDTH

13 DEFENSE BRIDGE LETTER 010

38 NAVIGATION CONTROL

53 CLER OVER DECK

14 DEFENSE MILEPOINT 01.24

39 NAVIG VERTICAL CLER

54 UNDERCLER VERT

15 DEFENSE SECTION LENGTH 02.76

40 NAVIG HORIZONTAL CLER

55 LATERAL RIGHT

16 LATITUDE 44°59.0'

56 LATERAL LEFT

17 LONGITUDE 93°15.5'

PLANS AVAILABLE

57 WEARING SURFACE

18 PHYSICAL VULNERABILITY

APPROACH GUARDRAIL

19 BY-PASS DETOUR LENGTH

WARNING SIGNS

20 TOLL BR- TOLL RD- FREE RD-

REMARKS

Under Construction to replace the deck

21 CUSTODIAN

22 OWNER

MINNESOTA HIGHWAY DEPARTMENT STRUCTURE INVENTORY & APPRAISAL SHEET

Form 17109 (7-71)

IDENTIFICATION		CLASSIFICATION		By <u>AS</u> Date <u>9-18-72</u>	
1 State <u>MINN</u>		24 Fed Aid System		Transfer of Data	<u>AS</u> <u>9-18-72</u>
2 Hwy District <u>5</u>				Maintenance Insp.	<u>AS</u> <u>9-18-72</u>
3 County <u>HENN</u>	4 City/Town <u>MPLS</u>	25 Administrative		Condition Analysis	
5 Inventory Route <u>STH 65-TH 9</u>	Principal ☐ Other ☐	26 Functional		Appraisal	
6 Features Intersected <u>MISS. RIVER</u>				Cost Estimate	
7 Facility Carried by Structure <u>3RD AVE S.</u>				General Review	
8 Structure No. <u>6206(2440) of 1</u>		STRUCTURE DATA		40 Type Service	<u>55</u> code
9 Location <u>3RD AVE S. @</u>	27 Year Built <u>1918</u>	41 Structure Type - Main			<u>112</u>
10 <u>MISS. RIVER</u>	28 Lanes on Str. <u>4</u> under <u>2</u>	42 - Approach			
11 Milepoint	29 ADT on Str. <u>25804</u>	43 No. of Spans - Main	<u>15</u>		
12 Road Section No.	30 Design Load	44 - Approach			
13 Defense Bridge Letter	31 Appr Rdwy. Width w/ Shld <u>64'</u>	45			
14 Defense Milepoint	32 Br Median ☒ None ☐ Open ☐ Closed	46 Max. Span Length	<u>230</u>	ft	
15 Defense Section Length	33 Skew <u>19°</u>	47 Structure Length	<u>222.3</u>	ft	
16 Latitude	34 Structure Flared ☐ Yes ☒ No	48 Sidewalk	Rt <u>10</u> ft, Lt <u>10</u> ft		
17 Longitude	35	49 Br Roadway Width (curb-curb)	<u>56.0</u>	ft	
18 Physical Vulnerability	36	50 Deck Width (out-out)	<u>82.5</u>	ft	
19 By-pass, Detour Length	37	51 Vert. Clearance over Deck	<u>99.9</u>	"	
20 Toll Bridge ☐ On Toll Road ☐ On Free Road ☒	38 Navigation Control ☒ Yes ☐ No	52 Underclearance - Vertical	<u>36.0</u>	"	
21 Custodian	39 - Vertical <u>36</u> ft	53 - Lateral - Right		ft	
22 Owner	40 - Horizontal <u>211</u> ft	54 - Left		ft	
23 F.A.P. No.	41	55 Wearing Surface <u>2</u>			

CONDITION		Material		Condition Analysis		Rating (9-0)	
56 Deck							
57 Superstructure							
58 Substructure							
59 Channel & Channel Protection							
60 Culvert & Retaining Walls							
61 Estimated Remaining Life		62 Approach Roadway Alignment					
63 Operating Rating		64 Inventory Rating					

APPRAISAL		Deficiencies		Rating (9-0)	
65 Structural Condition					
66 Deck Geometry					
67 Underclearances - Vertical & Lateral					
68 Safe Load Capacity					
69 Waterway Adequacy					
70 Approach Roadway Alignment					

PROPOSED IMPROVEMENTS			
71 Year Needed	Completed	Describe (item 75)	
72 Type of Service			
73 Type of Work			
74 Improvement Length	ft		
75 Design Loading			
76 Roadway Width	ft		
77 Number of Lanes		78 Prop Rdwy Improvement - Year	
79 ADT	80 Year	81	-Type

COST OF IMPROVEMENTS		\$ _____, _____, 000.	
Remarks			

STRUCTURE INVENTORY & APPRAISAL SHEET

Revised 4-77

IDENTIFICATION		CLASSIFICATION		By	Date
1 State <u>MINNESOTA</u>	24 Fed Aid System <u>FAP URBAN</u>	Transfer of Data			
2 Hwy District <u>5</u>	25 Administrative <u>STATE</u>	Maintenance Insp.			
3 County <u>HENNEPIN</u> 4 City/Town <u>MINNEAPOLIS</u>	26 Functional <u>40</u>	Condition Analysis			
5 Inventory Route <u>US 8</u> Principal ☒ Other ☐	27 Year Built <u>1917 REMODELED 1949</u>	Appraisal			
6 Features Intersected <u>MISS. R.</u>	28 Navigation Control ☒ Yes ☐ No	Cost Estimate			
7 Facility Carried by Structure <u>MAIN LINE</u>	29 Vertical <u>27</u> ft	General Review			
8 Structure No. <u>2440</u> 1 of	30 Horizontal <u>137</u> ft				
9 Location <u>0.3 MI. NE JCT TH12</u>	31 Wearing Surface <u>ASPHALT</u>				
10	32				
11 Milepoint <u>86.82</u>	33				
12 Road Section No. <u>33</u>	34				
13 Defense Bridge Letter <u>010</u>	35				
14 Defense Milepoint <u>1.54</u>	36				
15 Defense Section Length <u>2.76</u>	37				
16 Latitude <u>44° 59.0'</u>	38				
17 Longitude <u>93° 15.5'</u>	39				
18 Physical Vulnerability <u>6</u>	40				
19 By-pass, Detour Length <u>2 MILES</u>	41				
20 Toll Bridge ☐ On Toll Road ☐ On Free Road ☒	42				
21 Custodian <u>MINN STATE HWY.</u>	43				
22 Owner <u>MINN STATE HWY.</u>	44				
23 FAP No. <u>NONE</u>	45				
STRUCTURE DATA					
24 Type Service <u>18</u>	46				
25 Structure Type - Main	47				
26 Lanes on Str. <u>4</u> under	48				
27 ADT on Str. <u>2,050</u> Year	49				
28 Design Load	50				
29 Appr. Rdwy. Width w/ Shld <u>66</u>	51				
30 Br Median ☒ None ☐ Open ☐ Closed	52				
31 Skew <u>0</u>	53				
32 Structure Flared ☐ Yes ☒ No	54				
33 Max Span Length <u>214</u> ft	55				
34 Structure Length <u>1987</u> ft	56				
35 Sidewalk <u>Rt 10.0 ft, Lt 10.0 ft</u>	57				
36 Br Roadway Width (curb-curb) <u>56.5</u> ft	58				
37 Deck Width (out-out) <u>83.5</u> ft	59				
38 Vert Clearance over Deck <u>18.0</u> ft	60				
39 Underclearance - Vertical <u>3.0</u> ft	61				
40 Lateral - Right	62				
41 Lateral - Left	63				
CONDITION		Condition Analysis		Rating (9-0)	
42 Deck	64				
43 Superstructure	65				
44 Substructure	66				
45 Channel & Channel Protection	67				
46 Culvert & Retaining Walls	68				
47 Estimated Remaining Life	69				
48 Operating Rating	70				
APPRAISAL		Deficiencies		Rating (9-0)	
71 Structural Condition	71				
72 Deck Geometry	72				
73 Underclearances - Vertical & Lateral	73				
74 Safe Load Capacity	74				
75 Waterway Adequacy	75				
76 Approach Roadway Alignment	76				
PROPOSED IMPROVEMENTS					
77 Year Needed	77				
78 Type of Service	78				
79 Type of Work	79				
80 Improvement Length	80				
81 Design Loading	81				
82 Roadway Width	82				
83 Number of Lanes	83				
84 ADT	84				
COST OF IMPROVEMENTS		\$, ,000.			
Remarks					

HENNEPIN CO. # 2440

2756079

2756080



1956

1956

2756081



1956

HENNEPIN Co.

2440



1 KO

NW



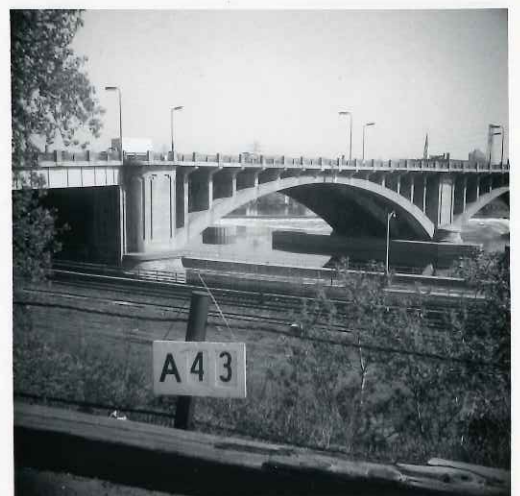
2 KO

N



4 KO

NE



5 KO

W



6

KODAK

N



A43

7

KODAK

SW



A43

8

KODAK

NW

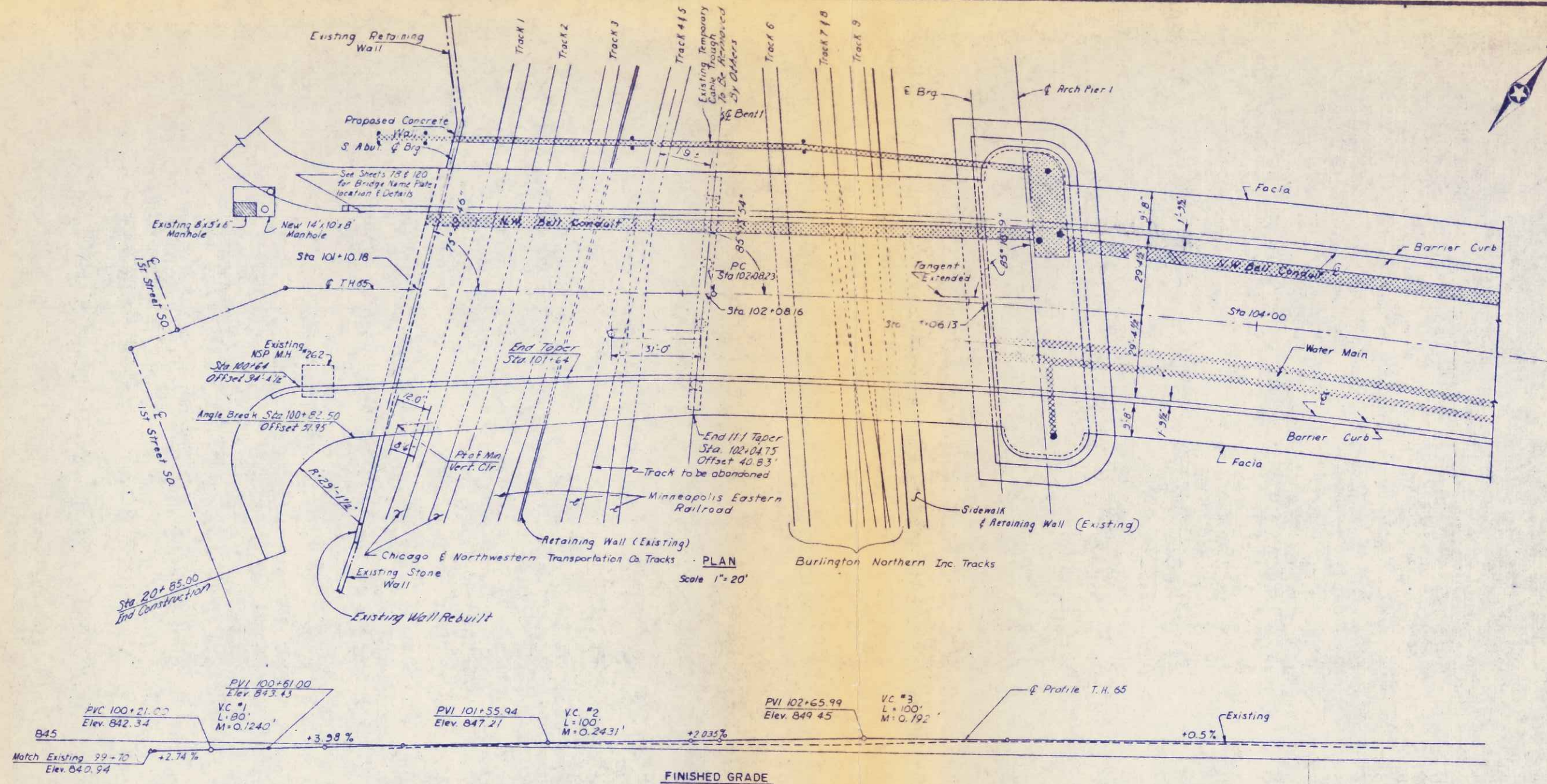


A43

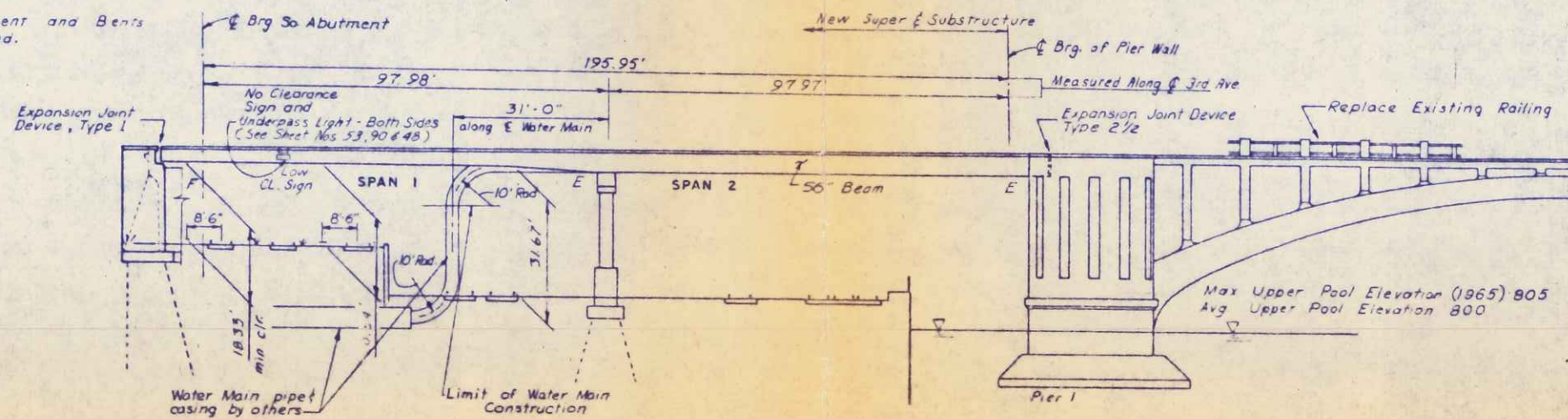
9

KODAK

W

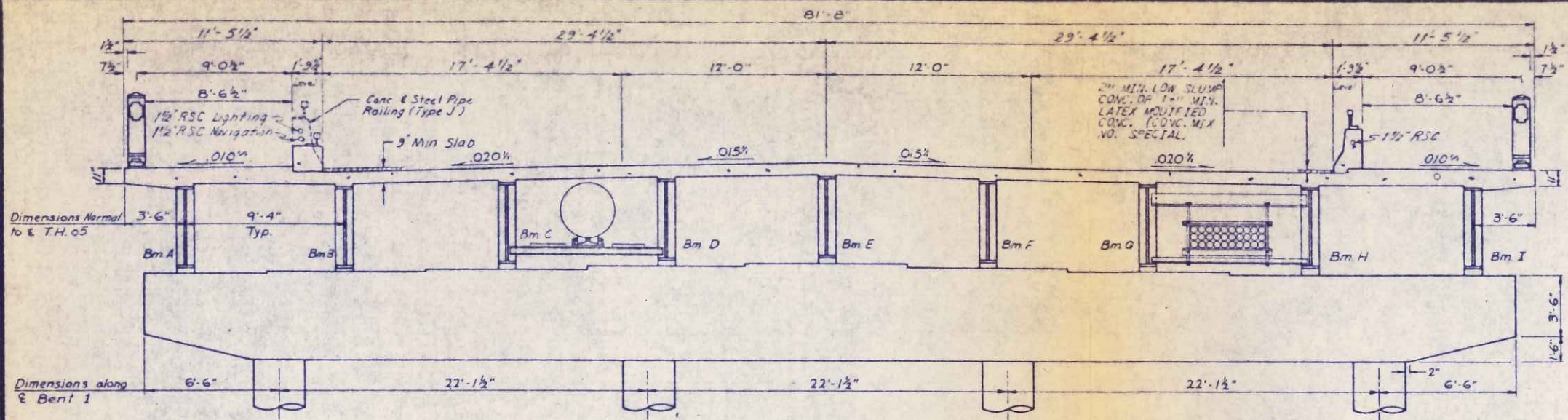


Note:
Existing Abutment and Bents
to be Removed.

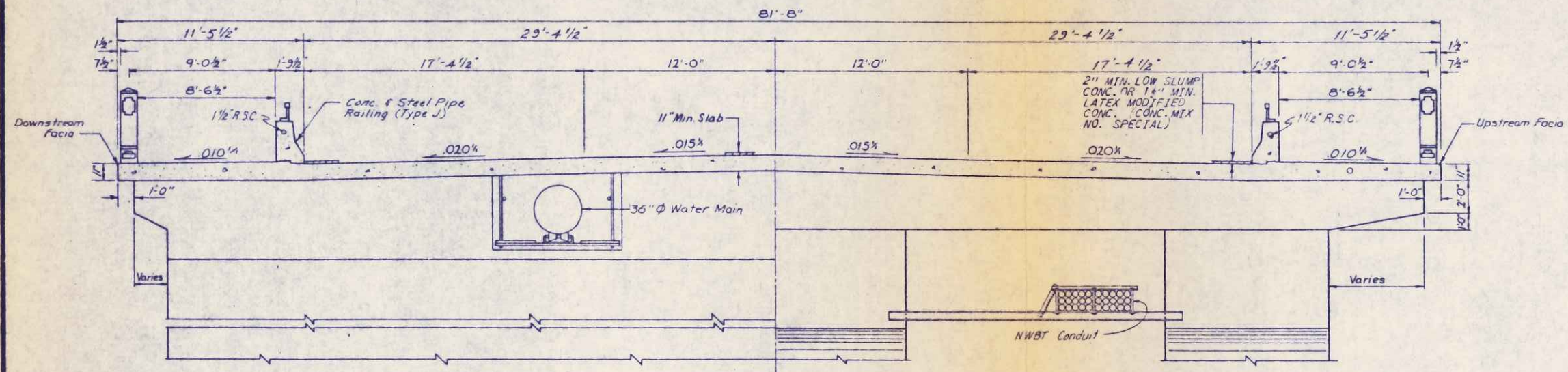


Notes:
See "N.W.B.T. Conduit System" - sheets
1 thru 16 of 16 for additional existing
temporary cable trough details.

TITLE		DES	DR	APPROVED	Bridge No. 2440
GENERAL PLAN & ELEVATION SOUTH APPROACH		CHK	CHK		
Sheet No. 3 of 148 Sheets					

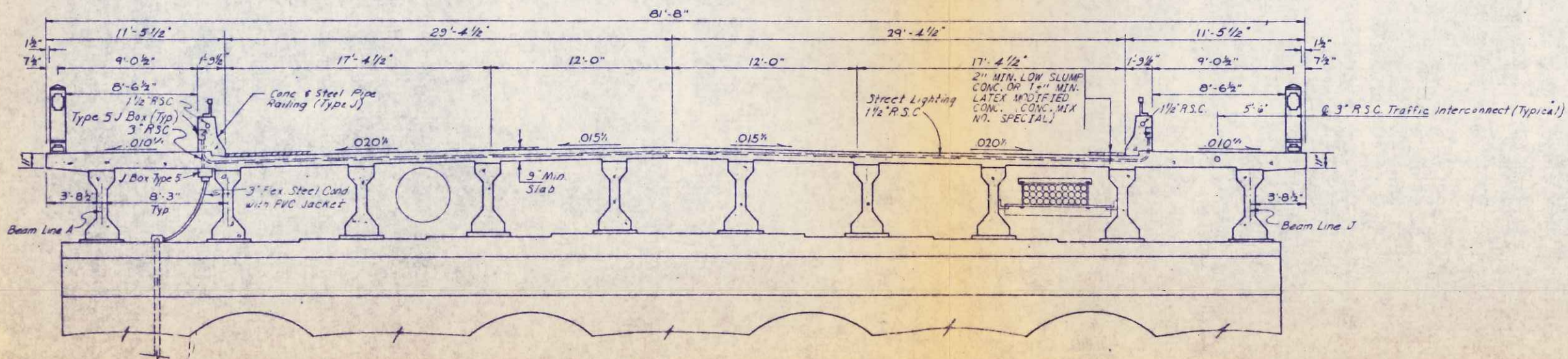


PROPOSED SECTION AT SOUTH APPROACH SPAN



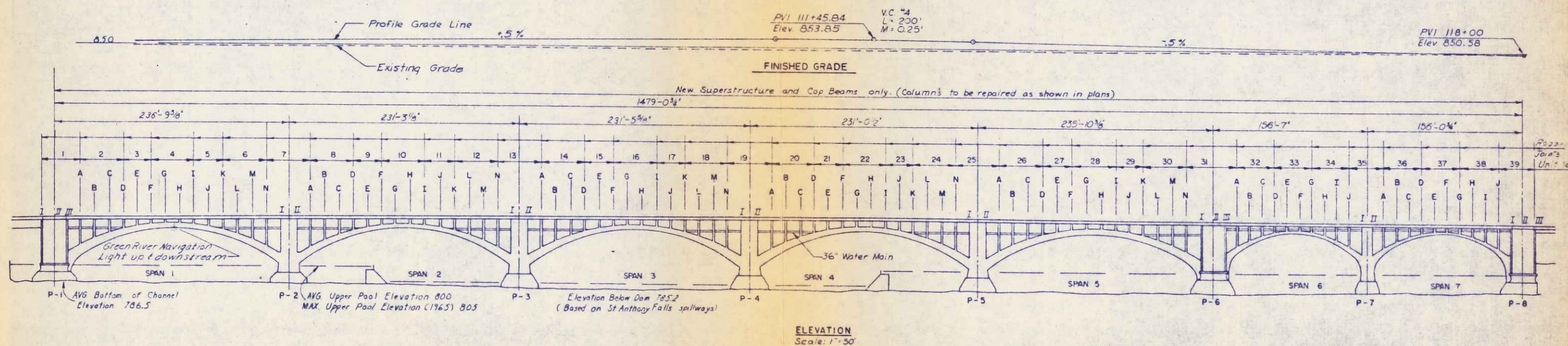
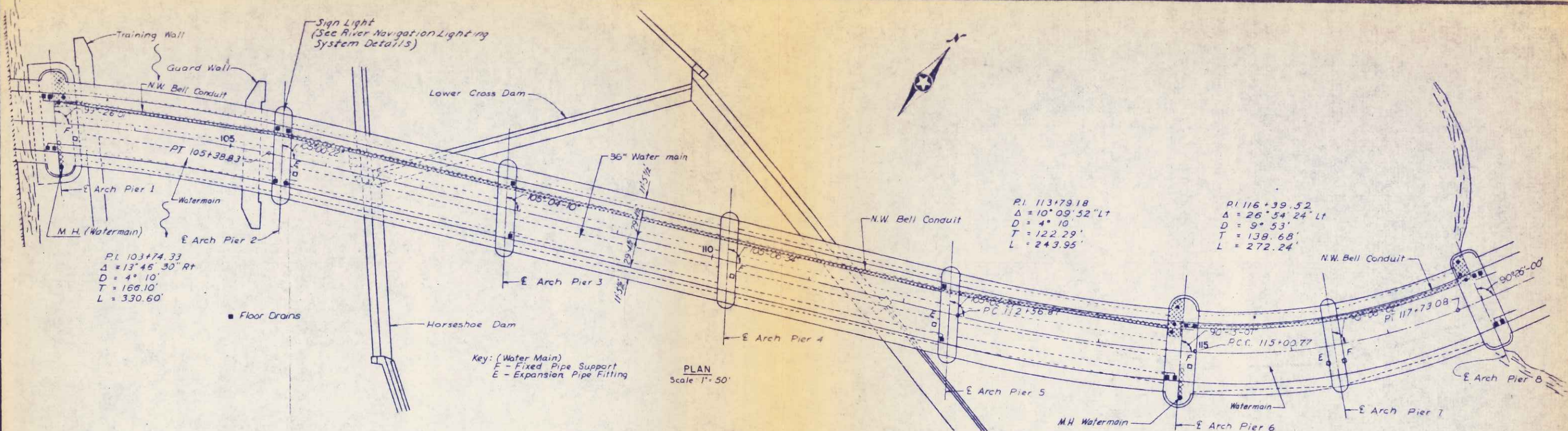
PROPOSED DECK AT BARREL ARCH SPAN

PROPOSED DECK AT RIB ARCH SPAN



PROPOSED SECTION AT NORTH APPROACH SPAN

TITLE	DES. DRA.	DR. LDH.	APPROVED	Bridge No.
PROPOSED DECK SECTIONS	CHK. WRH.	CHK. WRH.	5-7-79	2440
	Sheet No. 6 of 148 Sheets			



Note: For roadway joint details see sheet number 49

Note: Top of existing arch elevation = 845.3'

TITLE GENERAL PLAN & ELEVATION		DES	DR	APPROVED	Bridge No. 2440
ARCH SPANS		CHK	CHK	5-7-79	
Sheet No. 4 of 148 Sheets					

CONTRACTED PROFILE

SCALE: HOR 1" = 100' VER. 1" = 10'

TYPICAL SECTIONS & PERTINENT DATA

SCALES AS SHOWN

Fed. Proj. No. BHF 005-2(67)

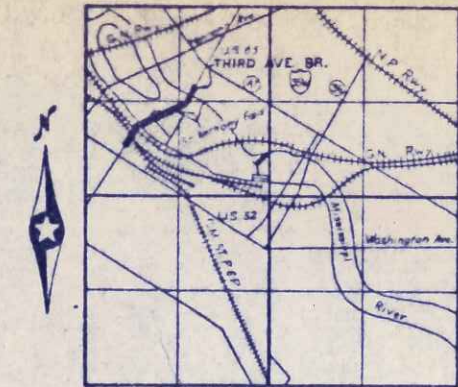
BENCH MARKS

B22 Central E University 19 Wape Curb
of Central Ave., 16.5 S of N Curb of University (Elev = 845.166)

S-52 Central E 2nd St E, 3rd Ave Bridge
Sta Disc in W Edge of SDWN on W
Side of Bridge 15'3" of N End of Bridge (Elev = 846.648)

S-51 1st St S E 3rd Ave S, Sta Disc
in 3rd Ave Bridge set in SDWN at Base
of Gyron Rail 50' E of W End of Bridge
on S Side (Elev = 848.537)

S-46 4th St S E 3rd Ave Court House
Sta Disc set on Fire Dept Window ledge
W of 4th St (Elev = 639.007)



R W
INDEX MAP
(FOUR SECTIONS)

FOLLOW SEPARATE "INSTRUCTIONS FOR PREPARATION OF BRIDGE SURVEYS" WHEN MAKING BRIDGE SURVEYS.

DATA

1. Preliminary recommendations of Engineer in charge of Bridge Survey:

- Net span length and type of bridge.
- Width of roadway on bridge.
- Number and width of sidewalks, if any.
- Locate center of bridge at station.
- If a skew bridge is recommended, the angle of skew should be.
- Is piling required?

2. Special features: Waterfalls, dams, exceptional floods, ice, driftwood, sliding banks, logging, etc.

3. Changes: In height or length from that of old bridge, and reasons why.

4. Other bridges in vicinity:

- Over same stream (particularly structures which carry high water without overflow of roadway); give location, length, height above water, net cross-sectional area at high water stage and estimated age.

b. Over or under same highway or railroad; give location, length, horizontal and vertical clearances and estimated age.

c. Reasons why these bridges are, or are not, fair indications of what length the proposed bridge should be.

5. If structure is over a drainage ditch, is ditch gradient liable to be altered?

6. Navigation clearances required, if any.

7. Information and evidence in regard to high water stages was obtained as follows.

8. Must contractor provide for traffic during construction of proposed bridge?

If so, by what means?

HYDRAULIC ENGINEERS RECOMMENDATION

HIGH AND LOW WATER ELEVATIONS

Data obtained from reflects highest water elevation in the area of this construction to be and the lowest water elevation to be. The above figures are for informational purposes only. The state engineer reserves the right to require that these figures for high water and low water are in any way indicative of the high water or low water to be expected or encountered during this construction.

SHIPPING POINT

Proposed Bridge is miles of which is the nearest Railroad shipping point.
(Give name of town, station or siding)

Date

Project or County Engineer

Date

Project or County Engineer

STATE OF MINNESOTA

DEPARTMENT OF TRANSPORTATION

BRIDGE SURVEY

FOR PROPOSED BRIDGE LOCATED IN THE CITY OF MINNEAPOLIS ON T.H. 65 (TOWN OR CITY)

SEC 23 TWP 29N R 24W

TOWNSHIP COUNTY HENNEPIN

SURVEY MADE DURING MONTH OF AUGUST 1969

SURVEY MADE BY MINNESOTA HIGHWAY DEPT.

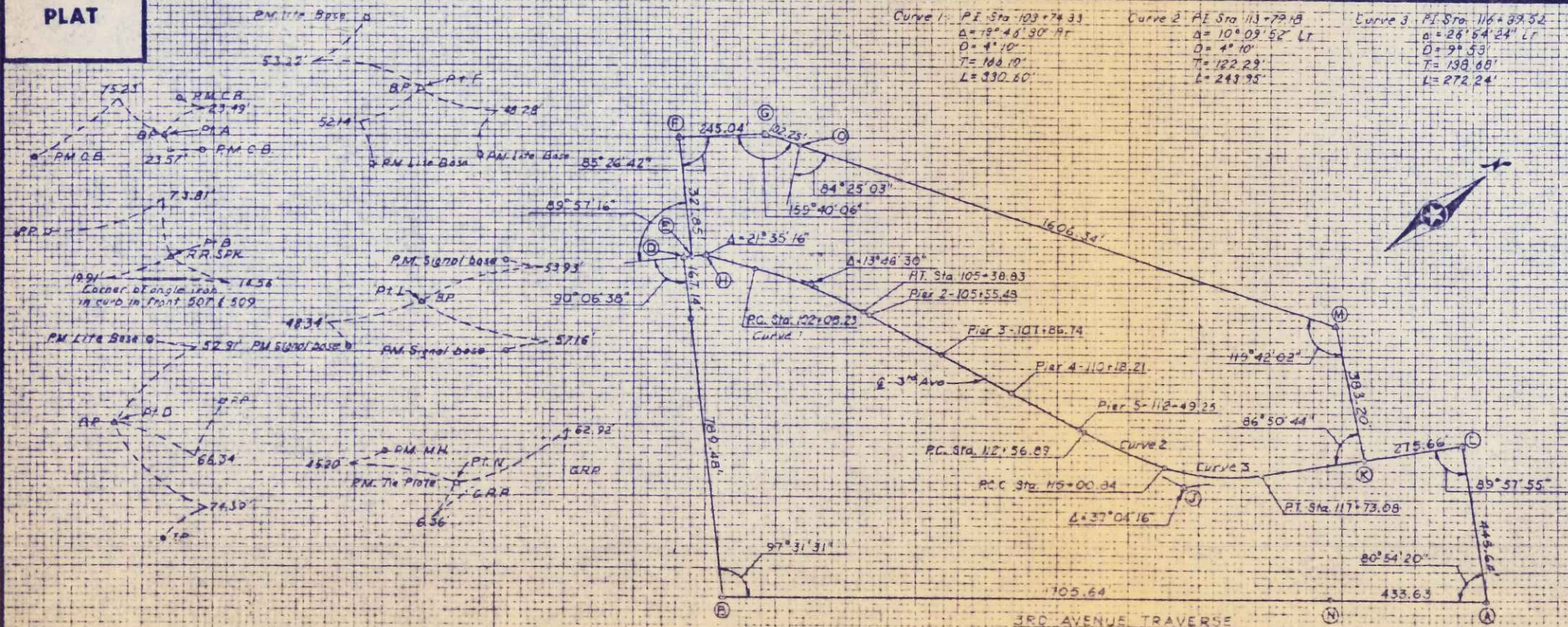
BRIDGE NO. 2440

PLAT

Curve 1: PI Sta 103+74.33
A = 18° 46' 30" RT
D = 4° 10'
T = 106.10'
L = 330.80'

Curve 2: PI Sta 113+79.18
A = 10° 09' 52" LT
D = 4° 10'
T = 122.29'
L = 243.95'

Curve 3: PI Sta 116+89.52
A = 26° 54' 24" LT
D = 9° 53'
T = 198.68'
L = 272.24'



SEE SHEET OF SHEETS FOR PLAN AND PROFILE

Area No. 59 Job No. 850

State Proj. No. 2710-21(T.H. NO 65=105)

Sheet No. 129 of 148 Sheets

DESIGN DATA

2002 AND CURRENT INTERIM A.A.S.H.T.O.
DESIGN SPECIFICATIONS.
LOAD FACTOR DESIGN METHOD
HS 25 LIVE LOADING
DEAD LOAD INCLUDES 17 p.s.f. ALLOWANCE FOR
FUTURE WEARING COURSE MODIFICATIONS.
MAXIMUM ALLOWABLE DESIGN STRESSES:
REINFORCED CONCRETE:
f'c = 4000 p.s.i. n = 8
fy = 60000 p.s.i. REINFORCEMENT

DECK AREA 155837 SQ. FT.
14600 CURRENT A.D.T. FOR YEAR 2002
OPERATING RATING HS 35.3 AFTER RECONSTRUCTION

LIST OF SHEETS

NO.	DESCRIPTION
1	GENERAL PLAN AND ELEVATION
2-6	RECONSTRUCT EXPANSION JOINT TYPE D
7-8	RECONSTRUCT EXPANSION JOINT TYPE A
9	REMOVE SLAB TYPE 1 AND 3
10-11	REPAIR CONCRETE SURFACE
12	RECONSTRUCT CONC RAILING AND RECONSTRUCT CONDUIT SYSTEM (LIGHTING)
13-14	WATERPROOF EXPANSION DEVICE
15	AS-BUILT BRIDGE DATA

CONSTRUCTION NOTES

THE 2000 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

THE FIRST TWO DIGITS OF EACH BAR MARK INDICATE THE BAR NUMBER WHICH APPROXIMATES THE NOMINAL DIAMETER OF THE BAR IN MILLIMETERS (mm).

BARS MARKED WITH THE SUFFIX "E" SHALL BE EPOXY COATED IN ACCORDANCE WITH SPEC. 3301.

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

SIGNED *Duane M. Green* DATE *3/4/03*
LIC. NO. 13361

B.M. ELEV. (M.S.L. 1929 ADJ.)

TRUNK HIGHWAY NO. 65
MINNESOTA
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 2440

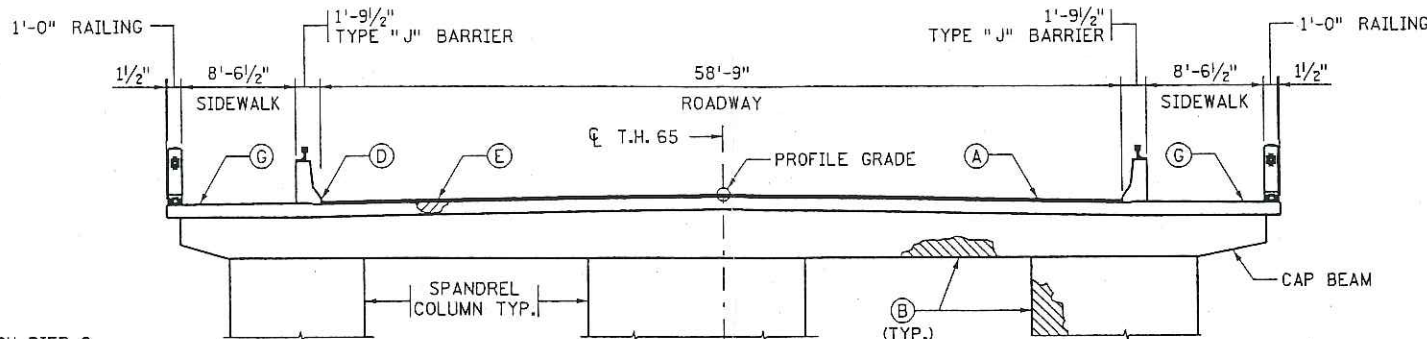
T.H. 65 (3RD AVE) OVER MISSISSIPPI RIVER,
MAIN ST. IN MINNEAPOLIS

IDENTIFICATION NO. 112

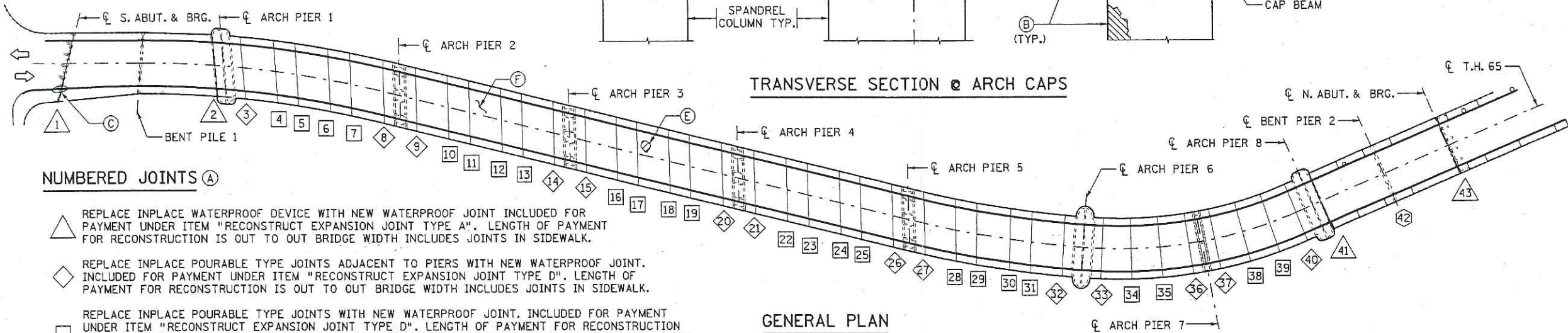
GENERAL PLAN AND ELEVATION
SEC. 23 T 29 N R 24 W
CITY OF MINNEAPOLIS HENNEPIN COUNTY

APPROVED *Duane M. Green*
DATE *3/6/03* STATE BRIDGE ENGINEER

DES: DR: CAG
CHK: CHK: GDB 2440



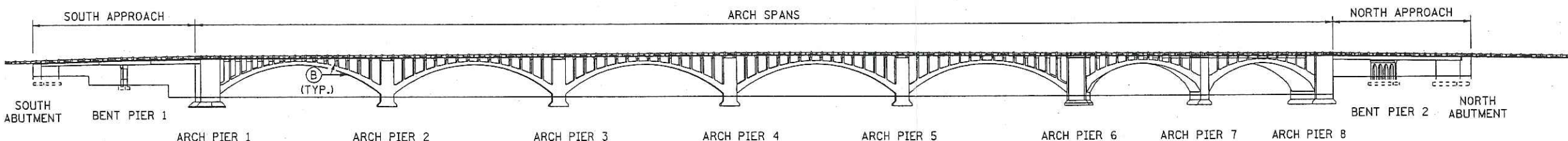
TRANSVERSE SECTION @ ARCH CAPS



GENERAL PLAN

NUMBERED JOINTS (A)

- REPLACE INPLACE WATERPROOF DEVICE WITH NEW WATERPROOF JOINT INCLUDED FOR PAYMENT UNDER ITEM "RECONSTRUCT EXPANSION JOINT TYPE A". LENGTH OF PAYMENT FOR RECONSTRUCTION IS OUT TO OUT BRIDGE WIDTH INCLUDES JOINTS IN SIDEWALK.
- REPLACE INPLACE POURABLE TYPE JOINTS ADJACENT TO PIERS WITH NEW WATERPROOF JOINT. INCLUDED FOR PAYMENT UNDER ITEM "RECONSTRUCT EXPANSION JOINT TYPE D". LENGTH OF PAYMENT FOR RECONSTRUCTION IS OUT TO OUT BRIDGE WIDTH INCLUDES JOINTS IN SIDEWALK.
- REPLACE INPLACE POURABLE TYPE JOINTS WITH NEW WATERPROOF JOINT. INCLUDED FOR PAYMENT UNDER ITEM "RECONSTRUCT EXPANSION JOINT TYPE D". LENGTH OF PAYMENT FOR RECONSTRUCTION IS ROADWAY WIDTH PLUS 1'-0"± AT EACH RAIL. POURABLE JOINTS IN SIDEWALK AT THESE LOCATIONS SHALL BE CLEANED AND SEALED PER 3723. INCLUDED FOR PAYMENT UNDER "CLEAN AND SEAL JOINTS TYPE 1".
- CLEAN AND SEAL INPLACE DECK AND SIDEWALK SAWCUT JOINT AND INCLUDE UNDER PAYMENT FOR "CLEAN AND SEAL JOINTS TYPE 1".



GENERAL ELEVATION

REPAIR NOTES

- NO CUTTING WILL BE PERMITTED UNTIL CUTTING LIMITS HAVE BEEN OUTLINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. REMOVAL AND RECONSTRUCTION SHALL CONFORM TO SPEC. 2433.
- NEW STRIP SEAL EXPANSION JOINTS SHALL REPLACE 38 POURABLE JOINTS & THE 4 EXISTING STRIP SEAL JOINTS. THE SAWCUT JOINT AT BENT PIER 2 TO BE CLEANED AND SEALED.
- THERE ARE AREAS OF CONCRETE SPALLS AND DELAMINATION, UNDER THE POURABLE JOINTS, ON THE UNDERSIDE OF DECK, CAP BEAMS, ARCH RIB (NOT SHOWN) AND SPANDREL COLUMNS. THESE SHALL BE REPAIRED BY REMOVING UNSOUND CONCRETE AND PLACING SHOTCRETE TO THE ORIGINAL CONCRETE PROFILE. APPROPRIATE DUST CONTROL MEASURES SHALL BE PROVIDED FOR REMOVAL AND SCARIFICATION WORK. TO BE INCLUDED UNDER ITEM "REPAIR CONCRETE SURFACE".
- THE BARRIER AND CONDUIT FOR LIGHTING ON THE SOUTHEAST CORNER OF THE BRIDGE SHALL BE REPAIRED AND INCLUDED FOR PAYMENT UNDER ITEM "RECONSTRUCT CONDUIT SYSTEM (LIGHTING)".
- THE ROADWAY FACE AND TOP OF THE TYPE "J" BARRIERS ON BOTH SIDES OF THE BRIDGE SHALL BE COATED WITH A PAINTED SURFACE FINISH. INCLUDED UNDER ITEM "SPECIAL SURFACE FINISH (INPLACE)".
- AFTER JOINT RECONSTRUCTION ABOUT 1% OF THE DECK REMAINS UNSOUND. MOST OF THESE AREAS ARE ADJACENT TO THE POURABLE JOINTS. THESE AREAS SHALL BE MILLED AND PATCHED AND INCLUDED FOR PAYMENT UNDER ITEMS "REMOVE SLAB TYPE 1" & "REMOVE SLAB TYPE 3".

- SEAL CRACKS IN CONCRETE OVERLAY WITH AN APPROVED EPOXY INCLUDED FOR PAYMENT UNDER ITEM "SEAL OVERLAY CRACKS"
- NEW STRIP SEAL EXPANSION JOINTS SHALL REPLACE 14 POURABLE JOINTS IN SIDEWALKS (BOTH SIDES). AS NOTED, REMAINING SIDEWALK POURABLE JOINTS SHALL BE CLEANED AND SEALED.

REINFORCEMENT NOTES:

THE CONTRACTOR SHALL SALVAGE THE EXISTING SOUND REINFORCEMENT OR LAP NEW REINFORCEMENT OF EQUAL AREA. REINFORCEMENT STEEL REQUIRED TO REPLACE DAMAGED OR UNSOUND REINFORCEMENT IN ADDITION TO THAT DETAILED IN THE PLANS SHALL BE CONSIDERED INCIDENTAL AND INCLUDED IN THE PRICE BID FOR OTHER ITEMS.

ALL NEW REINFORCEMENT TO BE EPOXY COATED.

SCHEDULE OF QUANTITIES FOR ENTIRE BRIDGE

ITEM NO.	2401.511	2401.618	2402.591	2404.501	2404.618	2433.505	2433.505	2433.601	2433.603	2433.603	2433.603	2433.606	2433.618						
ITEM	STRUCTURAL CONCRETE (3Y33)	SPECIAL SURFACE FINISH (INPLACE)	EXPANSION JOINT DEVICES TYPE SPECIAL	CONCRETE WEARING COURSE (3U17A)	BLASTING (SPECIAL)	REMOVE SLAB TYPE 1	REMOVE SLAB TYPE 3	RECONSTRUCT CONDUIT SYSTEM (LIGHTING)	RECONSTRUCT EXPANSION JOINT TYPE A	RECONSTRUCT EXPANSION JOINT TYPE D	CLEAN AND SEAL JOINTS TYPE 1	SEAL OVERLAY CRACKS	REPAIR CONCRETE SURFACE						
UNIT	SQ FT	SQ FT	LIN FT	SQ FT	SQ FT	SQ FT	SQ FT	LUMP SUM	LIN FT	LIN FT	LIN FT	GALLON	SQ FT						
QUANTITY	170	16162	2982	1400	1400	1400	170	1	340 (P)	2642 (P)	496	6	4000						

JOB NUMBER: T94983

DESIGN UNIT: DUANE M. GREEN, JR.

STATE PROJ. NO. 2710-2440

(T.H. 65=105)

SHEET NO. 1 OF 15 SHEETS