

Bridges

A bridge is considered structurally deficient when it has a NBI (National Bridge Inventory) appraisal rating of 4 or less. **Figure 14** shows the NBI ratings for bridges in Region 7W. Bridges rated as poor in Region 7W are the Lake George Bridge in St. Cloud (TH 23), Canadian Pacific Rail Bridge (TH 55), Crow River Bridge in Delano (US 12) and I-94 Bridge east of Monticello. The CP Rail Bridge is programmed in 2005 and the Crow River Bridge and I-94 Bridges are currently programmed in 2007.

Capacity

As Region 7W continues to increase in population, this growth will impact the traffic volumes on the roads in the region. **Figure 15** shows the trunk highway traffic volumes for Region 7W in 2003. The heaviest annual average daily traffic (AADT) volumes are on I-94 between St. Cloud and the Twin Cities Metropolitan area. Daily traffic volumes currently exceed 30,000 vehicles per day on this part of the I-94 corridor. This is due to the high number of commuters using this corridor. Highway 101 and Highway 169, as well as Highway 10, also carries high volumes of traffic every day. **Figure 16** shows 2003 daily traffic volumes on the local system. These numbers do not take into account the heavy recreational traffic. The local roads act as feeders into the state system, so as the traffic volumes increase on the trunk highways, volumes on the local system will also increase. **Figure 17** shows projected volumes for 2025. Traffic volumes are projected to continue to increase on I-94, Highway 101, Highway 169 and Highway 10. Daily traffic volumes on I-94 in St. Michael are projected to increase by an estimated 40,000 vehicles per day to a total AADT of 91,000. Projected local traffic volumes are shown in **Figure 18**. Volumes are also projected to increase on major county roads that access urban centers and state highways.

Safety

As volumes increase within the region, it is expected that the number of crashes will increase. **Figure 19** shows the 2000-2002 crash rate on the trunk highways in Region 7W. The crash rate is the number of crashes per million vehicle miles traveled. The highest crash rates are on those roadways within the urbanized areas. In addition some of the lower volume two-lane rural trunk highways, such as Highway 4, Highway 22, Highway 24, Highway 25, Highway 28 and Highway 238 have high crash rates. The statewide crash rate for low volume two-lane rural roads with less than 1,500 ADT was 1.0 and the district-wide crash rate was 1.5 for 2000-2002. The statewide crash rate for two-lane rural roads with 1,500 to under 5,000 ADT was 0.8 and the district-wide crash rate was 0.9. Highway 24 and Highway 25 have volumes of 1,500 to Under 5,000. The number of crashes is also increasing on the local road system. **Figure 20** shows both fatal and incapacitating crashes on the local road system.