



Trunk Highway Bridge Improvement Program

(per Minn. Stat. 165.14, Subd. 1-6)

Jan. 15, 2010

Prepared by the Minnesota
Department of Transportation
Office of Investment
Management and Performance
Measures and the Bridge Office

Your Destination...Our Priority



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Cost of completing this report

The estimated costs associated with the preparation of this report are:

Staff Time	\$ 15,000
Reproduction Costs	\$ 750

Executive Summary

Purpose and scope of the report

This Trunk Highway Bridge Improvement Program Report is submitted by the commissioner of the Minnesota Department of Transportation in response to the requirements specified in Minn. Stat. 165.14. This is the second Trunk Highway Bridge Improvement Program Report submitted to the Minnesota Legislature. The Statewide Transportation Planning Report, as required in Subd. 5 of this statute was submitted in August of 2009. The information in this report is current as of October 2009.

All of the bridge projects in this report have been identified in a master bridge list that was developed on March 1, 2008 and revised on April 23, 2008. This list identified 172 bridges that met the criteria established in Minnesota Laws 2008, Chapter 152. Of the 172 bridges identified, an estimated 120 bridges will be under contract to be replaced or rehabilitated by June 30, 2018. The remaining bridges are either currently under construction, privately owned or have been determined to not need work until after June 30, 2018. This bridge program is intended to place an emphasis on those bridges classified as either structurally deficient or fracture critical.

Project Status Changes

As of the date of this report, 27 of the Chapter 152 bridges are “Substantially Complete” and 47 bridges are planned to be substantially complete by the end of the 2010 construction season.

The American Recovery and Reinvestment Act of 2009, passed in February 2009, funded two bridges on Interstate 694 over the Union Pacific Railroad in Oakdale that were to be re-decked in 2010.

Two fracture critical bridges on I-35 near Duluth are being replaced in 2010 instead of the original plan to repair and retrofit. The Sorlie bridge on US 2B (business district) over the Red River in East Grand Forks is now being studied for a potential rehabilitation project due to its historic nature.

Tier System

A Tier System to prioritize bridges was included in the legislation.

Tier System – All bridges inventoried have been classified as a Tier 1, 2 or 3 bridge, where Tier 1 is the highest priority tier. Unless the commissioner identifies a reason for proceeding otherwise, all bridge projects within a higher tier must to the extent feasible be selected and funded in the approved state transportation improvement program, before commencing bridge projects in a lower tier. This can occur at any stage in the project development process, solicited for bids, in contract negotiations, under construction, or completed.

A. **Tier 1.** Consists of any bridge in the program that has an Average Daily Traffic count greater than 1,000 and a sufficiency rating that is at or below 50; or is identified by the commissioner as a priority project.

B. **Tier 2.** Consists of any bridge that is not a Tier 1 bridge, and is classified as fracture critical, or has a sufficiency rating that is at or below 80.

C. **Tier 3.** Consists of any other bridge meeting the program criteria (structurally deficient) that is not a Tier 1 or Tier 2 bridge.

The Bridge Office and the Office of Investment Management and Performance Measures have met with all of the districts to review their Tier 1 and Tier 2 bridge projects. They worked together to identify the needed improvement for each bridge (rehabilitation, redeck, minor maintenance or replacement). The outcome of those meetings provided the districts with the ability to determine project scopes, cost estimates and preliminary construction dates associated with the identified bridge improvements. The scopes and cost estimates for the bridge projects were completed in December 2008 and were updated again in 2009. There are several major bridges in this program for which ownership is shared with Canada, Wisconsin or North Dakota. For the purposes of this report, only Minnesota's cost share of those bridges has been reported.

Chapter 152 Bridge Inventory

A bridge inventory has been included in this report with the following information:

- Bridge Number
- County
- Mn/DOT District
- Route number
- Facility carried and feature crossed
- National Bridge Inspection Standards condition ratings (deck, superstructure, substructure)
- Bridge classification(s): structurally deficient, fracture-critical or functionally obsolete
- Sufficiency rating
- Year built
- Average daily traffic count
- Load (operating) rating
- Length
- Deck area
- Main span type
- Brief description of the work planned
- Total project costs
- Year or range of years in which the work is planned
- Any necessary notes on the bridge regarding the history of bridge maintenance and inspection report findings, engineering judgments with respect to the safety or condition of the bridge or any other factors specifically identified by the commissioner

Projects that are within the four-year State Transportation Improvement Program have a Total Project Cost Estimate associated with them. Projects planned for outside of the STIP time frame have a Total Project Cost Estimate range identified.

In accordance with the legislative intent, Mn/DOT will accomplish the following by June 30, 2018:

- Tier 1: Of the 10 fracture critical bridges (as of 3/1/08), all will be replaced or under construction.
- Tier 1: All 30 of the structurally deficient bridges that are not fracture critical (as of 3/1/08) will be replaced, renovated or under construction.

- Tier 2: Of the 61 fracture critical bridges (as of 3/1/08), it is estimated that 14 will be replaced. Of the remaining fracture critical bridges, 17 will be repaired or renovated and three are privately owned or do not carry trunk highway traffic. The remaining Tier 2 Fracture Critical bridges that are not being repaired or replaced within this 10-year program have performed well and are only in need of routine maintenance at this time. Some of these bridges are planned for replacement just beyond 2018.
- Tier 2: Of the 59 structurally deficient bridges (as of 3/1/08) all will be scheduled for replacement or repair based on load posting status, maintenance history, condition and sufficiency ratings.
- Tier 3: Of the 11 structurally deficient bridges, replacements will be prioritized based on load posting status, maintenance history and condition ratings. ***Tier 3 bridges are not required to be addressed under Minnesota Laws 2008, Chapter 152 by June 30, 2018.***
- Additional bridges that become structurally deficient during the next decade will be programmed for replacement or repaired as needed or as funding allows.

It is Mn/DOT's intent to deliver the Tier 1 and Tier 2 bridges identified in the Master List dated March 1, 2008 (revised 4-23-08), recognizing that as this program matures, additional bridges may need to be addressed.

Newer bridges were designed and fabricated with improved details for resistance to fatigue. Steel specifications in the mid-1970's required steel "toughness" properties that provide resistance to fatigue. A Fracture Critical Plan published in 1978 by the American Association of State Highway and Transportation Officials was also used to fabricate bridges using improved welding techniques for assembly.

Assumptions that were made that may affect this program include:

- Current appropriation schedule over ten years of bond funds does not match exactly the current schedule of bridge improvements, which creates a negative balance in the program. Redistribution of bond appropriation may be needed to match the current bridge schedule and estimates.
- Current projection of inflation rates were used to inflate current cost estimates to year of construction or mid-year of construction for multi-year major bridges. Major bridges are bridge projects which have a construction cost exceeding 50 percent of the annual Area Transportation Partnership's Federal funding target. There are 13 major bridges identified in the inventory. See the inventory spreadsheet for these bridges, that are identified via the notes column.
- Schedule changes of any individual major bridge may require a shift in schedule for one or more of the other major bridges.
- Current bridge conditions were used to develop this program. Significant changes in bridge conditions may affect the order and magnitude of funding needed to deliver this program.

As better information is provided on these assumptions, any negative change could adversely impact the bridge program and potentially delay Mn/DOT's ability to deliver this entire program by June 30, 2018.

Scheduling

Scheduling of projects will occur according to the following priorities:

- 1) Bridge projects currently programmed in the 2010-2013 STIP will be delivered as planned.
- 2) Major bridges will be scheduled considering bond availability, project delivery, bridge remaining life and condition.
- 3) Other bridge projects will be scheduled in 2014-18 as follows:
 - Remaining bridges replaced generally in order of tiers. Within the tiers, projects generally were ranked in the following priority:
 - a) Load Posted
 - b) History of Maintenance Issues or Inspection Findings
 - c) Condition Code Four or less for Superstructure
 - d) Condition Code Four or less for Substructure
 - e) Sufficiency Rating less than 50
 - f) Permit Restricted
 - g) Sufficiency Rating less than 80
 - h) Functional Class: Principal Arterials before others

Analysis of Requirements and Recommendations for Changes

Per Minn. Stat. 165.14, subdivision 6, the Commissioner is to report on the adequacy and efficacy of (1) the program requirements under subdivision 3, and (2) the prioritization requirements under subdivision 4.

The program requirements under subdivision 3 require the commissioner to develop an inventory of bridges on the trunk highway system in Minnesota that are classified as Fracture Critical or Structurally Deficient, or constitute a priority project. In determining whether a bridge is a priority project, the commissioner may consider national bridge inventory condition codes, bridge classification as Functionally Obsolete, the year in which the bridge was built, the history of bridge maintenance and inspection report findings, the average daily traffic count, and engineering judgments with respect to the safety or condition of the bridge.

Structurally Deficient Bridges

Prior to the enactment of this legislation, Structurally Deficient bridges were considered for replacement or rehabilitation as a part of programming and planning bridge projects. Prioritization occurred using the same criteria established in this legislation. Refer to "Scheduling" section above in regards to scheduling bridges within the program for further discussion on prioritization.

Newer Fracture Critical Bridges

Only certain Fracture Critical bridges have been considered by the commissioner to be programmed or planned for replacement in the next 10 years. Many Fracture Critical bridges on the trunk highway system were built after the mid-1970s, when the engineering community came to know more about steel fatigue. These newer bridges

were designed and fabricated with improved details for resistance to fatigue. Steel specifications in the mid-1970s required steel "toughness" properties that provide resistance to fatigue. A Fracture Control Plan published in 1978 by AASHTO also served as a guide for fabricating bridges using improved welding techniques for assembly. Many of these bridges need only regularly scheduled maintenance or minor repairs within the next 10 years and are not recommended by the commissioner for replacement until they near the end of their usable life. For this reason, the commissioner has taken a broad interpretation of the legislation to allow specific bridges to remain in continued service if the reasons are documented.

Historic Fracture Critical Bridges

Mn/DOT has coordinated with the Federal Highway Administration to implement this program. Per the requirements of Section 106 of the National Historic Preservation Act, addressing older fracture critical bridges eligible for the National Register of Historic Places has required an in-depth study of the feasibility to rehabilitate these bridges, prior to moving forward with a replacement project. As a part of these rehabilitation feasibility studies, Mn/DOT has examined the potential of retrofitting fracture critical structures in order to provide load path redundancy which is feasible for some types of fracture critical bridges. In other cases, such as truss bridges, retrofit schemes examined have not provided designs that will yield the 75-year service life expected from such a large investment. Additionally, some of the schemes examined would provide visual impacts that render the structure ineligible for the National Register. As with newer fracture critical bridges described above, historic fracture critical bridges are also being considered as candidates for the use of the legislation that would allow the commissioner to keep specific bridges in continued service.

Tier System

Prioritization parameters under subdivision 4 require the commissioner to classify all bridges in the program into Tier 1, 2, or 3 bridges, where Tier 1 is the highest priority tier. Unless the commissioner identifies a reason for proceeding otherwise, before starting bridge projects in a lower tier, all bridge projects within a higher tier must if feasible, be selected and funded in the approved state transportation improvement program, at any stage in the project development process, solicited for bids, in contract negotiation, under construction, or completed. The prioritizing criteria listed in the legislation for each tier is part of the criteria the commissioner has used to prioritize bridges prior to the legislation, with the exception that the commissioner has not categorized bridges in tiers. Since the Chapter 152 program has been implemented over the last year based on Mn/DOT's interpretation and understanding of the intent of the legislation, Mn/DOT has found the tier system workable and has no changes to suggest to its adequacy and efficacy. After another year of experience with the program, it may be determined that potential changes should be discussed with the Legislature.

Other Factors Considered in Delivering Projects

Due to the large program and complexities involved with delivering large bridge projects requiring engineering, public involvement, environmental process, right of way acquisition, permits, utilities relocation, etc., not all Tier 1 bridges will be under construction prior to addressing Tier 2 bridges, but they are all currently in some stage of project development.

Proposal of Risk-based Management System for Bridges beyond the Chapter 152 Program

Mn/DOT proposes expanding the current planning process to include risk based criteria for project identification of bridges outside of the Chapter 152 Bridge Program, Mn/DOT is proposing to expand. The risk based process will be developed to produce an understandable or a simpler system that can be communicated to legislators and other interest groups. A risk based system for bridge project identification would consider both the probability of an interruption in service and the consequence of a service interruption. The bridge risk based planning system will produce a ranked list of Mn/DOT bridges and would be one step in the process of planning and programming bridge projects.

Abbreviations and Definitions

ADT = Average Daily Traffic

Bridge Length = Length of Bridge (from abutment to abutment)

Bridge Number = Unique bridge number assigned to a specific bridge

CH 152 Work Planned = Type of work planned for bridge

Chap. 152 Tier = Classification created by the Legislature - See Executive Summary

Condition (NBIS Rating) = National Bridge Inspection Standards Rating given to a part of a bridge to identify its condition

Construction Year Planned = Estimated year construction is to begin

County = County

Deck Area = Total bridge deck area (square feet)

Deck=Deck rating

District = Mn/DOT Construction District

Feature Crossed = Feature being crossed by bridge

Fracture Critical (Y=Yes, N=No) = A fracture-critical bridge typically has a steel superstructure with load (tension) carrying members arranged in a manner in which if one fails, the bridge would collapse. Examples of fracture critical bridges are two girder bridges or truss bridges. The classification of fracture critical does not mean the bridge is inherently unsafe.

Functionally Obsolete (Y=Yes, N=No) = A functionally obsolete bridge is one that was built to standards that no longer meet the minimum federal clearance requirements for a new bridge. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges include those that have sub-standard geometric features such as narrow lanes, narrow shoulders, poor approach alignment or inadequate vertical under clearance. The classification functionally obsolete is also a term used as a priority status for federal funding eligibility.

Load (Operating) Rating = Load ratings based on the Operating rating level generally describe the maximum permissible live load to which the structure may be subjected. Allowing unlimited numbers of vehicles to use the bridge at Operating level may shorten the life of the bridge.

Main Span Type = Type of main span superstructure

Notes = Notes on a specific bridge

OL= Overlay

PT= Paint

RDK=Redeck

Rehab=Rehabilitation

RE-OL=Re-Overlay

Route Number = Trunk Highway, US Highway or Interstate on which project is located

RPL= Replace

Structurally Deficient (Y=Yes, N=No) = Bridges are classified as “structurally deficient” if they have a general condition rating of 4 or less for the deck, superstructure, substructure or culvert or if the road approaches regularly overtop due to flooding. The fact that a bridge is structurally deficient does not imply that it is unsafe. For bridge owners, the classification is a reminder that the bridge may need further analysis that may result in load posting, maintenance, rehabilitation, replacement or closure. If unsafe conditions are identified during a physical inspection, the structure will be closed. Structurally deficient is a term used to indicate a priority for federal funding eligibility.

SUB=Substructure rating

Sufficiency Rating = Sufficiency rating is a computed numerical value that is used to determine eligibility for federal funding. The sufficiency rating formula result varies from 0 to 100. The formula includes factors for structural condition, bridge geometry, and traffic considerations. The sufficiency rating formula is contained in the December 1995 edition of the “Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation’s Bridges.” A bridge that is structurally deficient or functionally obsolete with a sufficiency rating of 80 or less is eligible for federal rehabilitation funding. Of those, a bridge with a sufficiency rating of less than 50 is eligible for federal replacement funding.

SUP=Superstructure rating

Total Project Cost Estimate = All project costs associated with the construction, engineering, and right-of-way acquisition (including inflation out to the mid-year of construction and contingency)

Year Built = The year the bridge was constructed

Minnesota Statute 165.14, Subdivisions 1-6

Subdivision 1. Definition.

For purposes of this section, "program" means the trunk highway bridge improvement program established under this section.

Subd. 2. Program created.

The commissioner shall develop a trunk highway bridge improvement program for accelerating repair and replacement of trunk highway bridges throughout the state. The program receives funding for bridge projects as specified by law.

Subd. 3. Program requirements.

(a) The commissioner shall develop an inventory of bridges included in the program. The inventory must include all bridges on the trunk highway system in Minnesota that are classified as fracture-critical or structurally deficient, or constitute a priority project, as identified by the commissioner. In determining whether a bridge is a priority project, the commissioner may consider national bridge inventory (NBI) condition codes, bridge classification as functionally obsolete, the year in which the bridge was built, the history of bridge maintenance and inspection report findings, the average daily traffic count, engineering judgments with respect to the safety or condition of the bridge, and any other factors specifically identified by the commissioner.

(b) For each bridge included in the inventory, the commissioner must provide the following information: a summary of the bridge, including but not limited to, county and department district, route number, feature crossed, the year in which the bridge was built, average daily traffic count, load rating, bridge length and deck area, and main span type; the condition ratings for the deck, superstructure, and substructure; identification of whether the bridge is structurally deficient, functionally obsolete, or fracture-critical; the sufficiency rating; a brief description of the work planned for the bridge, including work type needed; an estimate of total costs related to the bridge, which may include general and planning cost estimates; and, the year or range of years in which the work is planned.

Subd. 4. Prioritization of bridge projects.

(a) The commissioner shall classify all bridges in the program into tier 1, 2, or 3 bridges, where tier 1 is the highest tier. Unless the commissioner identifies a reason for proceeding otherwise, before commencing bridge projects in a lower tier, all bridge projects within a higher tier must to the extent feasible be selected and funded in the approved state transportation improvement program, at any stage in the project development process, solicited for bids, in contract negotiation, under construction, or completed.

(b) The classification of each tier is as follows:

(1) tier 1 consists of any bridge in the program that (i) has an average daily traffic count that is above 1,000 and has a sufficiency rating that is at or below 50, or (ii) is identified by the commissioner as a priority project;

(2) tier 2 consists of any bridge that is not a tier 1 bridge, and (i) is classified as fracture-critical, or (ii) has a sufficiency rating that is at or below 80; and

(3) tier 3 consists of any other bridge in the program that is not a tier 1 or tier 2 bridge.

(c) By June 30, 2018, all tier 1 and tier 2 bridges originally included in the program must be under contract for repair or replacement with a new bridge that contains a load-path-redundant design, except that a specific bridge may remain in continued service if the reasons are documented in the report required under subdivision 5.

(d) The commissioner shall establish criteria for determining the priority of bridge projects within each tier, and must include safety considerations as a criterion.

Subd. 5. Statewide transportation planning report.

In conjunction with each update to the Minnesota statewide transportation plan, or at least every six years, the commissioner shall submit a report to the chairs and ranking minority members of the house of representatives and senate committees with jurisdiction over transportation finance. The report must include:

(1) an explanation of the criteria and decision-making processes used to prioritize bridge projects;

(2) a historical and projected analysis of the extent to which all trunk highway bridges meet bridge performance targets;

(3) a summary of bridge projects (i) completed in the previous six years or since the last update to the Minnesota statewide transportation plan, and (ii) currently in progress under the program;

(4) a summary of bridge projects scheduled in the next four fiscal years and included in the state transportation improvement program;

(5) a projection of annual needs over the next 20 years;

(6) a calculation funding necessary to meet the completion date under subdivision 4, paragraph (c), compared to the total amount of bridge-related funding available; and

(7) for any tier 1 fracture-critical bridge that is repaired but not replaced, an explanation of the reasons for repair instead of replacement.

Subd. 6. Annual report.

Annually by January 15, the commissioner shall submit a report on the program to the chairs and ranking minority members of the house of representatives and senate committees with jurisdiction over transportation finance. The report must include the inventory information required under subdivision 3, and an analysis, including any recommendations for changes, of the adequacy and efficacy of (1) the program requirements under subdivision 3, and (2) the prioritization requirements under subdivision 4.

History:

2008 c 152 art 6 s 5

CHAPTER 152 BRIDGE INVENTORY REPORT
Fracture Critical and Structurally Deficient Trunk Highway Bridges as of March 1, 2008 (Revised April 23, 2008)

DISTRICT	BRIDGE NUMBER	CHAP. 152 TIER	ROUTE NUMBER	FACILITY - FEATURE CROSSED	COUNTY	YEAR BUILT	STRUCTURALLY DEFICIENT	FUNCTIONALLY OBSOLETE	FRACTURE CRITICAL	SUFFICIENCY RATING	INFLATED TOTAL PROJECT COST ESTIMATE	CONSTRUCTION CALENDAR YEAR PLANNED	SUBSTANTIALLY COMPLETE	YEAR OF SUBSTANTIAL COMPLETION	CH 152 WORK PLANNED	NOTES	PAGE
1	6496	2	Hwy. 1	HWY. 1 OVER FLINT CREEK	ST LOUIS	1952	Y	N	N	76.6	\$0.97	2009	YES	2009	RPL		21
1	69100	2	Hwy. 2	HWY. 2 OVER ST LOUIS RIVER, HWY. 35, & RR	ST LOUIS	1982	N	N	Y	80.6	\$15.34 - \$17.35	2014-2018	NO	2018	OL & PT		21
1	69101	2	Hwy. 2	HWY. 2 WB OFF RAMP OVER HWY. 35 RAMP, RR, LAKE	ST LOUIS	1983	N	N	Y	97.7		2019-2027	NO			FC bridge, minor rehab and painting needed in the next 10 years.	21
1	69102	2	Hwy. 2	HWY. 2 EB ON RAMP OVER HWY. 35, RR, LAKE	ST LOUIS	1983	N	N	Y	97.7		2019-2027	NO			FC bridge, minor rehab and painting needed in the next 10 years.	21
1	5470	2	Hwy. 23	HWY. 23 OVER BNSF RR	CARLTON	1936	Y	N	N	45.0	\$8.02 - \$9.07	2014-2018	NO	2018	RPL		21
1	5554	3	Hwy. 23	HWY. 23 OVER N FORK NEMADJI RIVER	CARLTON	1940	Y	N	N	83.3		2014-2018	NO	2018	RPL	Tier 3 Bridge - cost not included in Chapter 152 Program.	21
1	9782	2	Hwy. 23	HWY. 23 OVER I 35	PINE	1959	Y	N	N	67.0	\$3.47	2010	NO	2010	RPL		21
1	69831	2	I 35	I 35 SB OVER DM&IR RY & BNSF RR	ST LOUIS	1967	N	N	Y	81.8	\$93.60	2011	NO	2010	RPL	Part of 6982-290 - TPCE \$102 million	21
1	69832	2	I 35	I 35 NB OVER DM&IR RY & BNSF RR	ST LOUIS	1967	N	N	Y	71.1		2010	NO	2010	RPL	Part of 6982-290 - TPCE \$102 million	21
1	69847	3	I 35	I 35 SB OVER HWY. 2 EB	ST LOUIS	1964	Y	N	N	91.8		2009	YES	2009	RPL	Tier 3 Bridge - cost not included in Chapter 152 Program.	21
1	69848	3	I 35	I 35 NB OVER HWY. 2 EB	ST LOUIS	1964	Y	N	N	91.8		2009	YES	2009	RPL	Tier 3 Bridge - cost not included in Chapter 152 Program.	21
1	69880	2	I 35	I 35 OVER RECYCLE WAY & ONETA ST.	ST LOUIS	1968	Y	N	Y	74.8		2010	NO	2011	RPL	Part of 6982-290 - TPCE \$102 million	21
1	6544	2	Hwy. 39	HWY. 39; RR OVER ST LOUIS RIVER	ST LOUIS	1916	N	Y	Y	69.6			YES		None - Privately Owned	RR owned. Rehab in 2009	21
1	69004	2	Hwy. 53	HWY. 135 OVER HWY. 53 NB, SB ON RAMP	ST LOUIS	1961	Y	N	N	90.3	\$4.55 - \$5.14	2014-2018	NO		RPL		21
1	69029	2	Hwy. 53	HWY. 33 NB OVER HWY. 53 SB	ST LOUIS	1966	Y	N	N	79.9	\$3.88	2012	NO	2012	RPL		21
1	90249	2	Hwy. 53	HWY. 53 SB OVER RAINY RIVER	KOOCHICHING	1912	N	Y	Y	62.8					None - Privately Owned	Privately owned.	21
1	5721	1	Hwy. 65	HWY. 65 OVER LITTLE FORK RIVER	KOOCHICHING	1877	Y	N	Y	20.2		2008	YES	2008	Has been RPL	Disassembly and Relocation is underway	21
1	6736	2	Hwy. 65	HWY. 65 OVER SWAN RIVER	ITASCA	1950	Y	N	N	77.7	\$1.21	2009	YES	2009	RPL		21
1	6767	2	Hwy. 65	HWY. 65 OVER HAY CREEK	KOOCHICHING	1951	Y	N	N	64.9	\$0.42 - \$0.48	2013	NO	2013	RPL		21
1	5718	2	Hwy. 123	HWY. 123 OVER KETTLE RIVER & ST	PINE	1948	N	N	Y	62.3	\$2.49 - \$2.81	2013	NO	2013	OL & PT	Since SR = 62.3 and truss has performed well, bridge will continue to function safely with continued maintenance. Planned OL & paint will raise SR above 80.	21
1	69003	2	Hwy. 169	HWY. 169 OVER BN RR (ABAN) & TRAIL	ST LOUIS	1961	Y	N	N	59.1	\$2.94	2009	YES	2009		Removed, not replaced	21
1	69839	2	Hwy. 194	NB MICHIGAN ST OVER HWY. 194 SB	ST LOUIS	1969	N	Y	Y	77.6	\$2.77 - \$3.13	2014-2018	NO		RPR & Retrofit	Currently FC due to pier cap configuration, which will be modified to be redundant as part of rehabilitation project.	21
1	69840	2	Hwy. 194	HWY. 194 NB OVER SUPERIOR ST	ST LOUIS	1968	N	Y	Y	78.1	\$2.62 - \$2.96	2014-2018	NO		RPR & Retrofit	Currently FC due to pier cap configuration, which will be modified to be redundant as part of rehabilitation project. (Cost incl w/ Br 69839 project)	21
1	09001	2	Hwy. 210	HWY. 210 OVER ST LOUIS RIVER	CARLTON	1961	N	N	Y	50.7	\$7.07	2012	NO	2012	RPL		21
1	9030	2	I 535	I 535 OVER ST LOUIS R; RR, STREET (Blatnik)	ST LOUIS	1961	N	Y	Y	63.8	\$6.02	2012	NO	2012	Paint	Border bridge with Wisconsin. Good condition, rehabilitated in 1993. With planned paint, and hanger cable repairs, replacement not needed for 20 years. Deckseal and Paint in 2012	21
1	69824	2	I 535	I 535 SB ON RAMP OVER I 535 NB & I 35 NB	ST LOUIS	1969	N	N	Y	84.4		2019-2027	NO		RPL	FC bridge, minor rehab and painting needed in 2010-2011. District plans to program a series of bridges within the "Can of Worms" interchange, this bridge is included. Planned replacement is beyond 2020.	21
1	69825	2	I 535	I 535 NB OFF RAMP OVER BNSF RAILROAD	ST LOUIS	1969	Y	N	N	85.0		2019-2027	NO		RPL	FC bridge, minor rehab and painting needed in the next 10 years. District plans to program a series of bridges within the "Can of Worms" interchange, this bridge is included. Planned replacement is beyond 2020.	21
1	69801A	3	I 535	I 535 SB OFF RAMP OVER FILL	ST LOUIS	1969	N	N	Y	89.4		2019-2027	NO		RPL	FC bridge, minor rehab and painting needed in the next 10 years. District plans to program a series of bridges within the "Can of Worms" interchange, this bridge is included. Planned replacement is beyond 2020.	21
1	69801C	2	I 535	I 535 SB ON RAMP OVER RAILROAD & FILL	ST LOUIS	1969	N	N	Y	63.9		2019-2027	NO		RPL	FC bridge, minor rehab and painting needed in the next 10 years. District plans to program a series of bridges within the "Can of Worms" interchange, this bridge is included. Planned replacement is beyond 2020.	21
1	69801F	2	I 535	I 535 SB SEG 1 OVER I 35 & RAMP TO I 35 SB	ST LOUIS	1969	N	N	Y	87.2		2019-2027	NO		RPL	FC bridge, minor rehab and painting needed in the next 10 years. District plans to program a series of bridges within the "Can of Worms" interchange, this bridge is included. Planned replacement is beyond 2020.	21
1	69801J	2	I 535	I 535 NB SEG 1 OVER I 35 NB & SB OFF RAMP	ST LOUIS	1969	N	N	Y	87.2		2019-2027	NO		RPL	FC bridge, minor rehab and painting needed in the next 10 years. District plans to program a series of bridges within the "Can of Worms" interchange, this bridge is included. Planned replacement is beyond 2020.	21

CHAPTER 152 BRIDGE INVENTORY REPORT
Fracture Critical and Structurally Deficient Trunk Highway Bridges as of March 1, 2008 (Revised April 23, 2008)

DISTRICT	BRIDGE NUMBER	CHAP. 152 TIER	ROUTE NUMBER	FACILITY - FEATURE CROSSED	COUNTY	YEAR BUILT	STRUCTURALLY DEFICIENT	FUNCTIONALLY OBSOLETE	FRACTURE CRITICAL	SUFFICIENCY RATING	INFLATED TOTAL PROJECT COST ESTIMATE	CONSTRUCTION CALENDAR YEAR PLANNED	SUBSTANTIALLY COMPLETE	YEAR OF SUBSTANTIAL COMPLETION	CH 152 WORK PLANNED	NOTES	PAGE
1	69801K	2	I 535	I 535 NB OFF RAMP OVER I 35 SB	ST LOUIS	1969	N	N	Y	88.6		2019-2027	NO		RPL	FC bridge, minor rehab and painting needed in the next 10 years. District plans to program a series of bridges within the "Can of Worms" interchange, this bridge is included. Planned replacement is beyond 2020.	22
1	69801N	2	I 535	I 535 NB SEG 3 OVER CP RAIL	ST LOUIS	1969	N	N	Y	88.4		2019-2027	NO		RPL	FC bridge, minor rehab and painting needed in the next 10 years. District plans to program a series of bridges within the "Can of Worms" interchange, this bridge is included. Planned replacement is beyond 2020.	22
2	4001	2	Hwy. 1	HWY. 1 OVER OVERFLOW CHANNEL	BELTRAMI	1962	Y	N	N	71.7	\$2.78 - \$3.15	2013	NO	2013	RPL		22
2	4561	2	Hwy. 1	HWY. 1 OVER DITCH	BELTRAMI	1926	Y	N	N	54.4	\$2.94	2009	YES	2009	RPL W/ CULVERT		22
2	5581	1	Hwy. 1	HWY. 1 OVER SANDY RIVER	CLEARWATER	1936	Y	N	N	46.1	\$1.01	2010	NO	2010	RPL		22
2	9100	2	Hwy. 1	HWY. 1 OVER RED RIVER OF THE NORTH (Oslo)	MARSHALL	1959	N	N	Y	55.0	\$11.32 - \$12.79	2013	NO	2014	RPL	Border bridge with North Dakota.	22
2	9090	2	Hwy. 2	HWY. 2 OVER RED RIVER & CITY ST (Kennedy)	POLK	1963	N	N	Y	60.8	\$12.8-\$17.4	2016	NO	2016	Redeck & PNT	Border bridge with North Dakota. Since SR = 60.8 and truss has performed well, new deck and paint will remove deficiencies.	22
2	5557	2	Hwy. 11	HWY. 11 OVER RAPID RIVER	LAKE OF THE WOODS	1950	Y	N	N	49.1	\$3.50	2009	NO	2010	RPL		22
2	6690	1	Hwy. 11	HWY. 11 OVER RED RIVER OF THE NORTH (ROBBIN)	KITTSOON	1954	N	N	Y	47.6	\$16.60	2009	NO	2010	RPL	Border bridge with North Dakota.	22
2	9412	1	Hwy. 72	HWY. 72 OVER RAINY RIVER	LAKE OF THE WOODS	1959	N	Y	Y	46.8	\$52.4-\$70.8	2018	NO	2019	RPL	Border Bridge with Ontario, Canada.	22
2	6730	1	Hwy. 75	HWY. 75 OVER DITCH	NORMAN	1949	Y	N	N	40.4	\$1.47	2010	NO	2010	RPL W/CULVERT		22
2	6731	1	Hwy. 75	HWY. 75 OVER DITCH	NORMAN	1949	Y	N	N	40.4		2010	NO	2010	RPL W/CULVERT	Cost incl w/ Br 6730 project.	22
2	6734	3	Hwy. 75	HWY. 75 OVER MARSH RIVER	NORMAN	1951	Y	N	N	82.3		2010	NO	2010	RPL	Tier 3 Bridge - cost not included in Chapter 152 Program.	22
2	35007	2	Hwy. 171	HWY. 171 OVER RED RIVER OF THE NORTH	KITTSOON	1982	Y	N	N	68.3	\$0.90	2009	YES	2009	RPR	Border bridge with North Dakota.	22
2	6522	2	Hwy. 200	HWY. 200 FRNT RD OVER MARSH RIVER	NORMAN	1924	N	N	Y	70.6	\$0.38 - \$0.43	2014	NO	2014	RPL		22
2	5872	2	Hwy. 317	HWY. 317 OVER RED RIVER OF THE NORTH (Grafton)	MARSHALL	1939	N	N	Y	52.7	\$1.42 - \$1.61	2013	NO	2013	Repair & PNT	Border bridge with North Dakota. OL in 2005; paint and repairs needed to maintain condition, which should be adequate for the next 20 years with low ADT.	22
2	4700	2	Hwy. 2B	HWY. 2B (BUSINESS) OVER RED RIVER (Sorlie)	POLK	1929	N	N	Y	50.6	\$47.5-\$61.5	2018	NO	2019	RPL	Border bridge with North Dakota.	22
3	3622	1	Hwy. 12	HWY. 12 OVER S FK CROW RIVER	WRIGHT	1922	Y	N	N	43.4	\$20.43	2008	YES	2008	RPL		22
3	6748	1	Hwy. 123	HWY. 23 OVER MISS R & RIVERSIDE DR (DESOTO)	STEARNS	1957	Y	N	Y	66.4	\$21.10	2008	YES	2009	RPL		22
3	9086	2	Hwy. 23	HWY. 23 OVER 10TH AVE	STEARNS	1958	Y	N	N	55.0	\$17.30	2009	YES	2009	RPL		22
3	5790	1	Hwy. 71	HWY. 71 OVER N FK CROW RIVER	STEARNS	1937	Y	N	N	29.7	\$0.71	2009	YES	2009	RPL		22
3	86813	3	I 94	I 94 WB OVER COUNTY ROAD 75 & RR	WRIGHT	1971	Y	N	N	81.7	\$13.20	2009	NO		RPL	Tier 3 Bridge - cost not included in Chapter 152 Program.	22
3	86814	3	I 94	I 94 EB OVER COUNTY ROAD 75 & RR	WRIGHT	1972	Y	N	N	81.7		2009	NO		RPL	Tier 3 Bridge - cost not included in Chapter 152 Program.	22
3	91049	2	Hwy. 169	HWY. 169 OVER RIPPLE RIVER	AITKIN	1964	Y	N	N	58.1	\$0.98	2009	YES	2009	RPL		22
3	91050	2	Hwy. 169	HWY. 169 OVER RIPPLE RIVER	AITKIN	1964	Y	N	N	58.1		2009	YES		RPL	Cost incl w/ Br 91049 project.	22
4	6456	2	Hwy. 12	HWY. 12 OVER MINNESOTA RIVER	BIG STONE	1953	Y	N	N	76.3	\$3.45	2012	NO	Nov. 2012	RPL		22
4	3067	1	Hwy. 29	HWY. 29 OVER OUTLET CREEK	POPE	1920	Y	N	N	49.3	\$1.46	2012	NO	Nov. 2012	RPL		22
4	6552	2	Hwy. 29	HWY. 29 OVER DITCH	SWIFT	1948	Y	N	N	52.1	\$1.53 - \$1.74	2014-2018	NO	Nov. 2015	RPL		22
4	5186	2	Hwy. 75	HWY. 75 OVER WHISKEY CREEK	WILKIN	1932	Y	N	N	54.3	\$1.68 - \$1.90	2014-2018	NO	Nov. 2016	RPL		22
4	21805	3	I 94	I 94 WB OVER LATOKA LAKE	DOUGLAS	1967	Y	N	N	88.2	\$1.67	2014-2018	NO	Nov. 2012	RPL	Tier 3 Bridge - cost not included in Chapter 152 Program.	22
4	21813	2	I 94	HWY. 29 SB OVER I 94	DOUGLAS	1965	Y	N	N	79.0		2014-2018	NO	Nov. 2016	RPL		22
4	21814	2	I 94	HWY. 29 NB OVER I 94	DOUGLAS	1965	Y	N	N	66.7		2014-2018	NO	Nov. 2016	RPL	Cost includes Br 21813 project.	22
6	5337	1	Hwy. 3	HWY. 3 OVER UP RR	RICE	1940	Y	N	N	30.7	\$3.88	2008	YES	2008	RPL	Letting 04/25/2008 both bridges in one project SP-6612-95	22
6	6842	1	Hwy. 3	HWY. 3 OVER CANNON RIVER	RICE	1955	Y	N	N	25.9		2008	YES	2008	RPL		22
6	5234	2	Hwy. 14	HWY. 14 OVER STREAM	WINONA	1932	Y	N	N	55.0	\$2.01 - \$2.27	2015	NO	2015	RPL		22
6	6036	1	Hwy. 14	HWY. 14 OVER STREAM	DODGE	1930	Y	N	N	38.3	\$1.61 - \$1.82	2014	NO	2014	RPL		22
6	74820	2	Hwy. 14	HWY. 14 EB OVER I 35	STEELE	1965	Y	N	N	74.4	\$2.23 - \$2.52	2010	NO	2015	RPL	Bridge replacement is small portion of overall project costs. Construction underway.	22
6	5968	1	Hwy. 42	HWY. 42 OVER N FORK WHITEWATER RIVER	WABASHA	1941	Y	N	N	45.0	\$2.15	2012	NO	2012	RPL		22
6	5900	1	Hwy. 43	HWY. 43 OVER MISS RVR. RR, STREETS (WINONA)	WINONA	1941	N	N	Y	39.7	\$276.6-\$374.3	2014	NO	2016	RPL		22
6	23004	2	Hwy. 43	HWY. 43 OVER S FORK ROOT RIVER	FILLMORE	1931	N	N	Y	63.7	\$2.96	2012	NO	2012	RPL		22
6	4148	2	Hwy. 44	HWY. 44 OVER STREAM	FILLMORE	1923	Y	N	N	59.5	\$3.98	2011	NO	2011	RPL W/CULVERT		22
6	4150	2	Hwy. 44	HWY. 44 OVER STREAM	FILLMORE	1923	Y	N	N	59.8	\$0.83	2011	NO	2011	RPL W/CULVERT	Cost incl w/ Br 4148 project.	22
6	4151	2	Hwy. 44	HWY. 44 OVER STREAM	FILLMORE	1923	Y	N	N	59.8	\$0.24	2011	NO	2011	RPL W/CULVERT	Cost incl w/ Br 4148 project.	22
6	5713	1	Hwy. 56	HWY. 56 OVER MID FORK ZUMBRO RIVER	DODGE	1937	Y	N	N	64.3	\$1.35	2012	NO	2012	RPL		23
6	5905	2	Hwy. 56	HWY. 56 FARM ENT OVER N BR UPPER IOWA RIVER	MOWER	1940	Y	N	N	66.3	\$1.06 - \$1.20	2015	NO	2015	RPL		23
6	5188	1	Hwy. 58	HWY. 58 OVER N FORK ZUMBRO RIVER	GOODHUE	1932	Y	N	N	18.4	\$2.55	2010	NO	2010	RPL		23
6	5370	1	Hwy. 60	HWY. 60 OVER STRAIGHT R.R. STREET	RICE	1937	N	N	N	77.2	\$10.80	2009	YES	40103	REHAB	Historic bridge. With major rehabilitation underway, deficiencies will be addressed.	22
6	5397	2	Hwy. 60	HWY. 60 OVER TROUT BROOK	WABASHA	1935	N	N	Y	73.0	\$2.30 - \$2.60	2014	NO	2014	RPL		23
6	6770	1	Hwy. 60	HWY. 60 OVER CANNON RIVER	RICE	1952	Y	N	N	18.7	\$1.80	2009	YES	2009	RPL	Low bid price \$1,773,087.	23

CHAPTER 152 BRIDGE INVENTORY REPORT
Fracture Critical and Structurally Deficient Trunk Highway Bridges as of March 1, 2008 (Revised April 23, 2008)

DISTRICT	BRIDGE NUMBER	CHAP. 152 TIER	ROUTE NUMBER	FACILITY - FEATURE CROSSED	COUNTY	YEAR BUILT	STRUCTURALLY DEFICIENT	FUNCTIONALLY OBSOLETE	FRACTURE CRITICAL	SUFFICIENCY RATING	INFLATED TOTAL PROJECT COST ESTIMATE	CONSTRUCTION CALENDAR YEAR PLANNED	SUBSTANTIALLY COMPLETE	YEAR OF SUBSTANTIAL COMPLETION	CH 152 WORK PLANNED	NOTES	PAGE
6	6771	1	Hwy. 60	HWY. 60 OVER CANNON RIVER	RICE	1952	Y	N	N	37.8	\$0.61	2009	YES	2009	RPL	Cost incl w/ Br 6770 project.	23
6	9798	2	Hwy. 60	HWY. 60 OVER STREAM	WABASHA	1961	Y	N	N	47.7	\$2.00	2011	NO	2011	RPL		23
6	79000	2	Hwy. 60	HWY. 60 OVER MISS R, RR, & STS	WABASHA	1987		N	Y	73.5				N/A	Only Normal Maintenance Needed	FC bridge built in 1987. All NBIS condition ratings are good. Only normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	23
6	6773	1	Hwy. 61	HWY. 61 OVER GILBERT CREEK	GOODHUE	1954	Y	N	N	37.6	\$4.99	2011	NO	2011	RPL	Preliminary Design Underway	23
6	9450	1	Hwy. 61	HWY. 61 OVER NYMPHARA LANE	GOODHUE	1962	Y	N	N	36.0	\$5.48 - \$6.20	2013	NO	2013	RPL		23
6	9040	1	Hwy. 63	HWY. 63 OVER MISS RIVER & CP RAIL (RED WING)	GOODHUE	1958	N	N	Y	43.8	\$286.2-\$383.7	2018	NO	2018	RPL		23
6	6808	2	I 90	I 90 EB OVER TWP RD & TURTLE CRK	MOWER	1959	Y	N	N	65.5	\$3.95	2009	YES	2010	RPL	Bridges of Mower County - Combined	23
6	8929	1	I 90	I 90 OVER DOBBINS CREEK	MOWER	1957	Y	N	N	41.3	\$4.54	2009	YES	2010	RPL	Bridges of Mower County - Combined	23
6	9320	2	I 90	I 90 OVER MISSISSIPPI RIVER (DRESBACH)	WINONA	1967	N	N	Y	77.0	\$212.80-\$240.55	2012	NO	2013	RPL		23
6	85807	2	I 90	I 90 WB OVER TWP 323	WINONA	1963	Y	N	N	63.7	\$5.01	2009	NO	2010	RPL		23
6	85808	2	I 90	I 90 EB OVER TWP 323	WINONA	1963	Y	N	N	63.7	\$1.86	2009	NO		RPL	Cost incl w/ Br 85807 project.	23
6	85809	2	I 90	I 90 WB OVER TWP 312	WINONA	1963	Y	N	N	61.6	\$1.68	2009	NO		RPL	Cost incl w/ Br 85807 project.	23
6	85810	2	I 90	I 90 EB OVER TWP 312	WINONA	1963	Y	N	N	61.6	\$1.77	2009	NO		RPL	Cost incl w/ Br 85807 project.	23
6	4867	CP	Hwy. 105	HWY. 105 OVER WOODBURY CREEK	MOWER	1931		N	N	53.6	\$1.99	2010	NO	2010	RPL	Bridge included in Chapter 152 as a "Commissioner Priority" (CP) project, due to bridge being load posted.	23
6	6975	2	Hwy. 250	HWY. 250 OVER S BR ROOT RIVER	FILLMORE	1931	N	Y	Y	57.5	\$13.9-\$18.9	2014-2018	NO		RPL		23
6	6977	2	Hwy. 250	HWY. 250 OVER N BR ROOT RIVER	FILLMORE	1924	N	Y	Y	50.6	\$8.27 - \$9.35	2014-2018	NO		RPL	Cost incl w/ Br 6975 project.	23
7	6749	2	Hwy. 4	HWY. 4 OVER LITTLE COTTONWOOD RIVER	BROWN	1951	Y	N	N	66.4	\$3.02	2011	NO	2011	RPL	Letting: 1/28/11	23
7	6762	3	Hwy. 4	HWY. 4 OVER WATONWAN RIVER	WATONWAN	1951	Y	N	N	82.6	\$3.10	2012	NO	2012	RPL	Letting: 12/16/11	23
7	9200	1	Hwy. 14	HWY. 14 OVER MINNESOTA RIVER	BROWN	1963	Y	N	N	38.0	\$44.1-\$51.4	2014-2018	NO		RPL		23
7	4014	2	Hwy. 22	HWY. 22 OVER ROBARTS CREEK	NICOLLET	1923	Y	N	N	68.2	\$1.02	2012	NO	2012	RPL		0 23
7	5834	2	Hwy. 30	HWY. 30 OVER BR OF WATONWAN R	COTTONWOOD	1939		Y	N	79.1	\$1.19	2011	NO	2011	RPL	Letting: 3/25/11	23
7	5513	1	Hwy. 68	HWY. 68 OVER UP RR	BLUE EARTH	1936	Y	N	N	28.0	\$1.29	2012	NO	2012	REHAB	Letting: 5/18/12	23
7	6889	2	Hwy. 71	HWY. 71 OVER DES MOINES RIVER	COTTONWOOD	1956		Y	N	58.2	\$3.21	2010	NO	2010	RPL	Letting: 1/22/10	23
7	6245	2	Hwy. 75	HWY. 75 OVER POPLAR CREEK	ROCK	1932	Y	N	N	52.8	\$0.85 - \$0.96	2014-2018	NO		RPL		23
7	4930	2	Hwy. 99	HWY. 99 OVER MINNESOTA RIVER (ST. PETER)	LE SUEUR	1931		N	Y	47.1	\$44.2-\$50.8	2013	NO	2015	REHAB or RPL	Historic bridge. Currently studying rehabilitation vs. replacement. 10/15/09 - STIP 2014	23
7	6535	2	Hwy. 258	HWY. 258 OVER COTTONWOOD RIVER	BROWN	1949	Y	N	Y	45.2	\$3.37	2012	NO	2012	RPL	Letting: 12/16/11	23
7	6821	2	Hwy. 270	HWY. 270 OVER MUD CREEK	ROCK	1953	Y	N	N	78.6	\$1.36	2011	NO	2011	RPL	Letting: 4/22/11	23
8	9114	2	Hwy. 7	HWY. 7 OVER CHIPPEWA RIVER	CHIPPEWA	1932	Y	N	Y	44.7	\$4.79 - \$5.42	2014-2018	NO	2014	RPL	No change from June 09 status.	23
8	4667	2	Hwy. 19	HWY. 19 ACCESS RD OVER SULPHUR L	REDWOOD	1927		Y	N	47.0				N/A	Only Normal Maintenance Needed	Only normal maintenance planned to maintain condition. Low ADT - does not carry Trunk Highway traffic - will load post when needed.	23
8	5388	1	Hwy. 24	HWY. 24 OVER N FK CROW RIVER	MEEKER	1935		Y	N	48.5		2009	YES		RPL	District funded project. Has been let, and construction is totally complete. Letting was 12/19/08 for \$1,524,066.	23
8	5380	2	Hwy. 40	HWY. 40 OVER LAC QUI PARLE L	CHIPPEWA	1938	Y	N	Y	38.9	\$6.34 - \$7.17	2014-2018	NO	2014	RPL	Reduced risks from June 09 status.	23
8	6962	2	Hwy. 68	HWY. 68 OVER DITCH	REDWOOD	1900		N	N	83.1	\$0.33	2009	YES		RPL	Chapter 152 funded project. Has been let, and construction is totally complete. Letting was 3/13/09 for \$333,771.	23
8	87005	2	Hwy. 274	HWY. 274 OVER YELLOW MEDICINE RIVER	YELLOW MEDICINE	1968		N	N	67.9	\$1.15 - \$1.30	2014-2018	NO	N/A	Only Normal Maintenance Needed	No work needed. Condition ratings were re-evaluated - bridge no longer structurally deficient.	23
8	6816	2	Hwy. 277	HWY. 277 OVER CO DITCH # 22	CHIPPEWA	1952	Y	N	N	67.9	\$1.15 - \$1.30	2014-2018	NO	2017	RPL	No change from June 09 status.	23
M	6654	1	Hwy. 5	HWY. 5 OVER RECREATION TRAIL	CARVER	1952	Y	N	N	49.1	\$2.57 - \$2.90	2014-2018	NO		RPL		23
M	9300	2	Hwy. 5	HWY. 5 WEST 7TH ST OVER MISSISSIPPI RIVER	RAMSEY	1961		N	N	66.0		2019-2027	NO		RPL	FC bridge built in 1961, remodeled in 1986. NBIS condition ratings are fair. Normal maintenance planned for next 10 years. Replacement will be needed beyond 2018.	23
M	5462	2	Hwy. 7	HWY. 7 (COUNTY ROAD 25) OVER HWY. 100	HENNEPIN	1939	Y	N	N	71.2	\$2.43 - \$2.75	2014-2018	NO		RPL		23
M	82010	2	Hwy. 105	HWY. 10 (PRESCOTT) OVER ST CROIX RIVER	WASHINGTON	1990		N	N	75.9	\$1.29 - \$1.46	2014-2018	NO		OL	Built in 1986 (see endnote 1) and built with a redundant system for FC tie girder.	23
M	82815	2	Hwy. 35	HWY 8 WB OVER I 35	WASHINGTON	1967		N	Y			2028-2034	NO		RPL	FC bridge built in 1967. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Replacement will be needed beyond 2018.	24
M	4654	1	Hwy. 36	HWY. 36 OVER ST CROIX RIVER	WASHINGTON	1930	Y	N	Y	32.8	\$433.73 - \$490.30	2014-2018	NO		RPL		24
M	5723	2	Hwy. 36	HWY. 36 OVER LEXINGTON AVE(COUNTY ROAD 51)	RAMSEY	1938	Y	N	N	61.0	\$24.9-\$33.6	2014-2018	NO		RPL		24
M	9115	1	Hwy. 36	HWY. 36 EB OVER HWY. 95	WASHINGTON	1959	Y	N	N	28.3		2014-2018	NO		RPL	Cost incl w/ Br 4654 (St. Croix) project.	24
M	9800	1	Hwy. 52	HWY. 52(LAFAYETTE) OVER MISS R, RR & STREETS	RAMSEY	1968	Y	N	Y	49.5	\$260.60	2010	NO	2010	RPL		24
M	62026	2	Hwy. 52	LAFAYETTE (HWY. 52) OVER UP RR & EATON ST	RAMSEY	1965	Y	N	N	56.9	\$8.28	2011	NO	2011	RDK		24
M	94277	2	Hwy. 55	HWY. 55 OVER BASSETT CREEK	HENNEPIN	1939	Y	N	N	36.9	\$2.43 - \$2.75	2014-2018	NO		RPL		24
M	5895	1	Hwy. 61	HWY. 61 OVER MISS RIVER, RR, STREET (HASTINGS)	DAKOTA	1950	Y	N	Y	43.4	\$227.60	2010	NO	2010	RPL		24
M	6688	1	Hwy. 61	HWY. 61 OVER BNSF RR	RAMSEY	1952	Y	N	N	42.3	\$6.95	2010	NO	2010	RPL		24

CHAPTER 152 BRIDGE INVENTORY REPORT
Fracture Critical and Structurally Deficient Trunk Highway Bridges as of March 1, 2008 (Revised April 23, 2008)

DIST	BRIDGE NUMBER	CHAP. 152 TIER	ROUTE NUMBER	FACILITY - FEATURE CROSSED	COUNTY	YEAR BUILT	STRUCTURALLY DEFICIENT	FUNCTIONALLY OBSOLETE	FRACTURE CRITICAL	SUFFICIENCY RATING	INFLATED TOTAL PROJECT COST ESTIMATE	CONSTRUCTION CALENDAR YEAR PLANNED	SUBSTANTIALLY COMPLETE	YEAR OF SUBSTANTIAL COMPLETION	CH 152 WORK PLANNED	NOTES	PAGE
M	27046	2	Hwy. 77	HWY. 77 SB COLL RD OVER KILLEBREW DRIVE	HENNEPIN	1988	N	N	Y	95.6	\$0.99 - \$1.12	2014-2018	NO		RE-OL	FC bridge built in 1988. All NBIS condition ratings are satisfactory to good. Only an overlay will be needed by 2018. See endnote 1.	24
M	27048	2	Hwy. 77	HWY. 77 SB OFF RAMP OVER 81ST STREET	HENNEPIN	1988	N	N	Y	94.7		2028-2034	NO		RE-OL & Paint	FC bridge built in 1988. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	24
M	27052C	2	Hwy. 77	HWY. 77 NB COLL RD OVER 79TH ST & EB 494/5 RAMPS	HENNEPIN	1989	N	N	Y	96.2		2028-2034	NO		RE-OL	FC bridge built in 1989. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	24
M	9600N	2	Hwy. 77	HWY. 77 NB OVER MINNESOTA R & BLACK DOG	HENNEPIN	1978	N	N	Y	91.5	\$15.57 - \$17.60	2013-2018	NO		RE-OL	FC bridge built in 1978. All NBIS condition ratings are satisfactory to good. Overlay will be needed by 2015. See endnote 1.	24
M	9600S	2	Hwy. 77	HWY. 77 SB OVER MINNESOTA R & BLACK DOG	HENNEPIN	1978	N	N	Y	91.5	\$8.92 - \$10.08	2013-2018	NO		RE-OL	FC bridge built in 1978. All NBIS condition ratings are satisfactory to good. Overlay will be needed by 2015. See endnote 1. (Cost incl w Br 9600N)	24
M	27728	2	I 94	I 94 NB ON RAMP OVER GLENWOOD AVE & RR	HENNEPIN	1978	N	N	Y	98.5		2028-2034	NO		RE-OL	FC bridge built in 1978. All NBIS condition ratings are satisfactory. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	24
M	27842	2	I 94	I 94 WB ON RAMP OVER I 94 & HWY. 65	HENNEPIN	1966	Y	N	N	64.8	\$90.16-\$101.92	2014-2018	NO		RPL		24
M	27861	2	I 94	I 94 WB OFF RAMP OVER CP RAIL & CITY ST	HENNEPIN	1968	Y	N	N	65.0	\$1.00	2010	NO	2010	RDK		24
M	27726B	2	I 94	I 94 SB OFF RAMP OVER LYNDALDE AVE N & RR	HENNEPIN	1979	N	Y	Y	93.3						FC bridge built in 1979. All NBIS condition ratings are satisfactory to good. Overlay will be needed by 2018. See endnote 1.	24
M	27727B	2	I 94	I 94 SB ON RAMP OVER GLENWOOD AVE & RR'S	HENNEPIN	1978	N	Y	Y	94.4	\$1.38 - \$1.56	2014-2018	NO		RE-OL	FC bridge built in 1978. All NBIS condition ratings are satisfactory. Overlay will be needed by 2018. See endnote 1.	24
M	27799R	2	I 94	I 94 EB ON RAMP OVER LYNDALDE AVENUE SB	HENNEPIN	1969	N	N	Y	85.8		2028-2034	NO		RDK	FC bridge built in 1989, remodeled in 1987. NBIS condition ratings are satisfactory. Normal maintenance planned for the next 10 years. Paint and re-deck will be needed beyond 2018.	24
M	5598	2	Hwy. 100	MINNETONKA BLVD OVER HWY. 100	HENNEPIN	1939	Y	N	N	63.0	\$106.91 - \$120.86	2014-2018	NO		REHAB	Cost incl w/ Br 5462 project.Condition is satisfactory	24
M	27789	2	Hwy. 100	HWY. 100 SB CD OVER SB CD RP & FRNT RD	HENNEPIN	1989	N	N	Y	90.0		2019-2027	NO		RE-OL	FC bridge built in 1989. All NBIS condition ratings are fair to good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	24
M	27791	2	Hwy. 100	HWY. 100 SB ON RAMP OVER GLENWOOD AVE TO SB 10	HENNEPIN	1989	N	N	Y	97.0		2028-2034	NO		RE-OL	FC bridge built in 1989. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	24
M	62090	2	Hwy. 149	HWY. 149 (SMITH AVE) OVER MISSISSIPPI R & RAILROAD	RAMSEY	1986	N	N	Y	85.1	\$21.58 - \$24.39	2014-2018	NO		RDK	Built in 1986 (see endnote 1) and built with a redundant system for FC tie girder.	24
M	6347	2	Hwy. 243	HWY. 243 (OSCEOLA) OVER ST CROIX RIVER	CHISAGO	1953	N	N	Y	65.6	\$0.94	2010	NO	2010	OL & PT	Border bridge with Wisconsin. With planned repairs of deck overlay, paint and steel repairs, bridge will perform safely for next 20 years.	24
M	6630	1	Hwy. 280	HENNEPIN AVENUE OVER MT RAIL	RAMSEY	1954	Y	N	N	36.8	\$2.12	2009	YES	year 2009	RPL		24
M	6738	1	Hwy. 280	LARPENTEUR(COUNTY ROAD30) OVER HWY. 280	RAMSEY	1954	Y	N	N	49.0	\$2.53	2009	YES	year 2009	RPL	Cost incl w/ Br 6630 project.	25
M	27753	2	I 394	I 394R RAMP OVER NB HWY. 100 TO 394 HOV EB	HENNEPIN	1989	N	N	Y	97.0		2028-2034	NO		RE-OL	FC bridge built in 1988. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	25
M	27788	2	I 394	I 394 EB ON RAMP OVER HWY. 100 NB ON RAMP	HENNEPIN	1989	N	N	Y	94.0		2028-2034	NO		RE-OL	FC bridge built in 1989. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	25
M	27753A	2	I 394	I 394R RAMP OVER 394 HOV WB TO NB HWY. 100	HENNEPIN	1989	N	N	Y	97.0		2028-2034	NO		RE-OL	FC bridge built in 1989. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	25
M	27776A	2	I 394	I 394R OVER I 394 WB, DUNWOODY BLVD	HENNEPIN	1987	N	N	Y	93.8		2028-2034	NO		RE-OL	FC bridge built in 1987. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	25
M	27776B	2	I 394	I 394R EB OVER I 394 & DOWNTOWN RAMPS	HENNEPIN	1987	N	N	Y	94.7		2028-2034	NO		RE-OL	FC bridge built in 1987. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	25

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D I S T	BRIDGE NUMBER	CHAP. 152 TIER	ROUTE NUMBER	FACILITY - FEATURE CROSSED	COUNTY	YEAR BUILT	STRUCTURALLY DEFICIENT	FUNCTIONALLY OBSOLETE	FRACTURE CRITICAL	SUFFICIENCY RATING	INFLATED TOTAL PROJECT COST ESTIMATE	CONSTRUCTION CALENDAR YEAR PLANNED	SUBSTANTIALLY COMPLETE	YEAR OF SUBSTANTIAL COMPLETION	CH 152 WORK PLANNED	NOTES	PAGE
M	27789A	2	I 394	I 394 EB OFF RAMP OVER SB HWY. 100	HENNEPIN	1989	N	N	Y	99.0		2019-2027	NO		RE-OL	FC bridge built in 1987. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	25
M	9197	2	I 694	I 694 WB OVER BNSF RR	RAMSEY	1960	Y	N	N	71.0		2007	YES	year 2009	RPL w/ Unweave/Weave Proj.		25
M	82805	3	I 694	I 694 SB OVER UP RR	WASHINGTON	1967	Y	N	N	95.0		2010	NO	2010	RDK	Tier 3 Bridge - cost not included in Chapter 152 Program. Economic stimulus (ARRA) funding used.	25
M	82806	3	I 694	I 694 NB OVER UP RR	WASHINGTON	1967	Y	N	N	84.0		2010	NO	2010	RDK	Tier 3 Bridge - cost not included in Chapter 152 Program. Economic stimulus (ARRA) funding used.	25
M	6513	2	I 35E	MARYLAND (COUNTY ROAD 31) OVER I 35E	RAMSEY	1958	Y	N	N	77.0	\$11.0-\$14.7	2014-2018	NO		RPL	Cost incl w/ Br 6515 (Cayuga) project.	25
M	6515	1	I 35E	I 35E OVER CAYUGA ST & BNSF RR	RAMSEY	1965	Y	N	N	40.8	\$156.8-\$213.2	2014-2018	NO		RPL		25
M	6517	2	I 35E	I 35E OVER BNSF RR	RAMSEY	1963	Y	N	N	53.0		2014-2018	NO		RPL	Cost incl w/ Br 6515 (Cayuga) project.	25
M	9265	2	I 35E	I 35E OVER PENNSYLVANIA AVE	RAMSEY	1964	Y	N	N	64.0		2014-2018	NO		RPL	Cost incl w/ Br 6515 (Cayuga) project.	25
M	9053	1	I 35W	W 94TH ST OVER I 35W	HENNEPIN	1957	Y	N	N	48.7	\$10.67 - \$12.06	2014-2018	NO		RPL		25
M	9570	2	I 35W	COUNTY ROAD E2 (COUNTY ROAD 73) OVER I 35W	RAMSEY	1964	Y	N	N	52.0	\$19.3-\$26.1	2014-2018	NO		RPL		25
M	9796	1	I 35W	W 76TH ST OVER I 35W	HENNEPIN	1959	Y	N	N	44.5		2008	YES	year 2009	RPL		25
M	27871	1	I 35W	I 35W SB OVER HWY. 65 NB	HENNEPIN	1967	Y	N	N	44.1	\$45.4-\$61	2014-2018	NO		RPL		25
M	27930	2	I 35W	HWY. 121 NB OVER I 35W SB	HENNEPIN	1964	Y	N	N	62.4		2007	NO		RPL		25
M	27932	1	I 35W	HWY. 62 EB OVER I 35W	HENNEPIN	1964	Y	N	N	37.0		2007	NO		RPL w/ Crosstown Project		25
M	27937	2	I 35W	HWY. 62 WB OVER I 35W NB	HENNEPIN	1964	Y	N	N	64.2		2007	NO		RPL w/ Crosstown Project		25
M	27938	2	I 35W	35W SB TO EB HWY. 62 OVER I 35 NB	HENNEPIN	1964	Y	N	N	58.1		2007	NO		RPL w/ Crosstown Project		25
M	27939	2	I 35W	I 35W SB OVER E 60TH ST	HENNEPIN	1963	Y	N	N	58.1		2007	NO		RPL w/ Crosstown Project		25
M	27940	2	I 35W	I 35W NB OVER E 60TH ST	HENNEPIN	1963	Y	N	N	64.2		2007	NO		RPL w/ Crosstown Project		25
M	27941	2	I 35W	35W SB TO HWY. 62 EB OVER HWY. 62 WB	HENNEPIN	1964	Y	N	N	64.2		2007	NO		RPL w/ Crosstown Project		25
M	62853	2	I 35W	I 35W RAMP TO HWY. 36 EB OVER HWY. 280 NB	RAMSEY	1970	N	N	Y	95.7		2019-2027	NO		RPL	FC bridge built in 1970. All NBIS condition ratings are satisfactory. Normal maintenance planned for the next 10 years. Replacement will be needed beyond 2018.	25
M	27776C	2	I 394	I 394R WB OVER I 394 WB ON RAMP	HENNEPIN	1987	N	N	Y	95.8		2028-2034	NO		RE-OL	FC bridge built in 1989. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	25
M	27776F	2	I 394	394R EB RAMP OVER I 94 EB (ST. PAUL)	HENNEPIN	1987	N	N	Y	95.8		2028-2034	NO		RE-OL	FC bridge built in 1987. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	25

Note 1: Newer bridges were designed and fabricated with improved details for resistance to fatigue. Steel specifications in the mid-1970's required steel "toughness" properties that provide resistance to fatigue. A Fracture Control Plan published in 1978 by AASHTO was also utilized to fabricate bridges using improved welding techniques for assembly.

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DISTRICT	BRIDGE NUMBER	CHAP. 152 TIER*	ROUTE NUMBER	FACILITY - FEATURE CROSSED	COUNTY	ADT	(NBIS RATING)			BRIDGE LENGTH (LF)	DECK AREA (SF)	MAIN SPAN TYPE	LOAD (OPERATING) RATING	NOTES	SEE ALSO PAGE
							DECK	SUB	STRUCTURE						
1	6496	2	Hwy. 1	HWY. 1 OVER FLINT CREEK	ST LOUIS	500	4	5	6	113	3,899	STEEL BEAM SPAN	HS 28.3		16
1	69100	2	Hwy. 2	HWY. 2 OVER ST LOUIS RIVER, HWY. 35, & RR	ST LOUIS	19,400	6	7	7	8320.3	687,257	STEEL TIED ARCH	HS 40.6		16
1	69101	2	Hwy. 2	HWY. 2 WB OFF RAMP OVER HWY. 35 RAMP, RR, LAKE	ST LOUIS	4,500	7	7	8	1426.2	36,796	CSTL BEAM SPAN	HS 45.2	FC bridge, minor rehab and painting needed in the next 10 years.	16
1	69102	2	Hwy. 2	HWY. 2 EB ON RAMP OVER HWY. 35, RR, LAKE	ST LOUIS	4,500	7	6	8	2642.2	85,872	CSTL BEAM SPAN	HS 37.1	FC bridge, minor rehab and painting needed in the next 10 years.	16
1	5470	2	Hwy. 23	HWY. 23 OVER BNSF RR	CARLTON	730	4	4	5	201.1	6,757	STEEL BEAM SPAN	HS 19.4		16
1	5554	3	Hwy. 23	HWY. 23 OVER N FORK NEMADJI RIVER	CARLTON	550	4	7	6	107.1	3,620	STEEL BEAM SPAN	HS 27.0	Tier 3 Bridge - cost not included in Chapter 152 Program.	16
1	9782	2	Hwy. 23	HWY. 23 OVER I 35	PINE	4,550	4	5	7	205.5	7,295	CSTL BEAM SPAN	HS 43.5		16
1	69831	2	I 35	I 35 SB OVER DM&IR RY & BNSF RR	ST LOUIS	21,500	6	6	7	1104.5	39,431	CSTL DECK GIRD	HS 30.4	Part of 6982-290 - TPCE \$102 million	16
1	69832	2	I 35	I 35 NB OVER DM&IR RY & BNSF RR	ST LOUIS	21,500	6	5	5	1170.5	41,787	CSTL DECK GIRD	HS 31.4	Part of 6982-290 - TPCE \$102 million	16
1	69847	3	I 35	I 35 SB OVER HWY. 2 EB	ST LOUIS	14,500	4	6	6	133.5	5,367	CSTL BEAM SPAN	HS 37.0	Tier 3 Bridge - cost not included in Chapter 152 Program.	16
1	69848	3	I 35	I 35 NB OVER HWY. 2 EB	ST LOUIS	14,500	4	7	6	132.1	5,310	CSTL BEAM SPAN	HS 37.8	Tier 3 Bridge - cost not included in Chapter 152 Program.	16
1	69880	2	I 35	I 35 OVER RECYCLE WAY & ONETA ST.	ST LOUIS	44,000	4	5	7	1162.9	95,840	CSTL BEAM SPAN	HS 44.0	Part of 6982-290 - TPCE \$102 million	16
1	6544	2	Hwy. 39	HWY. 39; RR OVER ST LOUIS RIVER	ST LOUIS	1,900	8	6	6	1888.7	47,218	STEEL MOVEABLE	HS 33.0	RR owned. Rehab in 2009	16
1	69004	2	Hwy. 53	HWY. 135 OVER HWY. 53 NB, SB ON RAMP	ST LOUIS	8,300	4	6	6	139.5	6,905	PRESTR BEAM SPAN	HS 39.0		16
1	69029	2	Hwy. 53	HWY. 33 NB OVER HWY. 53 SB	ST LOUIS	1,450	4	5	6	125.6	3,228	CSTL BEAM SPAN	HS 42.1		16
1	90249	2	Hwy. 53	HWY. 53 SB OVER RAINY RIVER	KOOCHICHING	1,575	6	5	5	941	31,560	STEEL HIGH TRUSS	HS 50.0	Privately owned.	16
1	5721	1	Hwy. 65	HWY. 65 OVER LITTLE FORK RIVER	KOOCHICHING	6804	5	4	5	378	378	IRON HIGH TRUSS	HS 16.2	Disassembly and Relocation is underway	16
1	6736	2	Hwy. 65	HWY. 65 OVER SWAN RIVER	ITASCA	880	3	5	5	128	4,416	STEEL BEAM SPAN	HS 29.7		16
1	6767	2	Hwy. 65	HWY. 65 OVER HAY CREEK	KOOCHICHING	90	6	6	4	27	810	STEEL BEAM SPAN	HS 25.1		16
1	5718	2	Hwy. 123	HWY. 123 OVER KETTLE RIVER & ST	PINE	2,050	6	5	7	402.8	15,951	CSTL DECK TRUSS	HS 20.4	Since SR = 62.3 and truss has performed well, bridge will continue to function safely with continued maintenance. Planned OL & paint will raise SR above 80.	16
1	69003	2	Hwy. 169	HWY. 169 OVER BN RR (ABAN) & TRAIL	ST LOUIS	14,400	6	4	6	198.1	13,312	CSTL BEAM SPAN	HS 31.2	Removed, not replaced	16
1	69839	2	Hwy. 194	NB MICHIGAN ST OVER HWY. 194 SB	ST LOUIS	5500	5	7	6	317.5	10,700	CSTL BEAM SPAN	HS 46.8	Currently FC due to pier cap configuration, which will be modified to be redundant as part of rehabilitation project.	16
1	69840	2	Hwy. 194	HWY. 194 NB OVER SUPERIOR ST	ST LOUIS	9,250	7	6	8	299.5	10,093	CSTL BEAM SPAN	HS 38.1	Currently FC due to pier cap configuration, which will be modified to be redundant as part of rehabilitation project. (Cost incl w/ Br 69839 project)	16
1	09001	2	Hwy. 210	HWY. 210 OVER ST LOUIS RIVER	CARLTON	1,350	4	5	6	223	7,850	STEEL HIGH TRUSS	HS 23.0		16
1	9030	2	I 535	I 535 OVER ST LOUIS R; RR, STREET (Blatnik)	ST LOUIS	28,000	6	5	6	7980	594,187	CSTL HIGH TRUSS	HS 21.6	Border bridge with Wisconsin. Good condition, rehabilitated in 1993. With planned paint, and hanger cable repairs, replacement not needed for 20 years. Deckseal and Paint in 2012	16
1	69824	2	I 535	I 535 SB ON RAMP OVER I 535 NB & I 35 NB	ST LOUIS	5,625	6	7	6	1430.1	36,754	CSTL DECK GIRD	HS 25.9	FC bridge, minor rehab and painting needed in 2010-2011. District plans to program a series of bridges within the "Can of Worms" interchange, this bridge is included. Planned replacement is beyond 2020.	16
1	69825	2	I 535	I 535 NB OFF RAMP OVER BNSF RAILROAD	ST LOUIS	5,625	9	7	7	876.8	22,534	CSTL DECK GIRD	HS 23.7	FC bridge, minor rehab and painting needed in the next 10 years. District plans to program a series of bridges within the "Can of Worms" interchange, this bridge is included. Planned replacement is beyond 2020.	16
1	69801A	3	I 535	I 535 SB OFF RAMP OVER FILL	ST LOUIS	2,200	4	7	8	228.7	6,106	CSTL BEAM SPAN	HS 23.2	FC bridge, minor rehab and painting needed in the next 10 years. District plans to program a series of bridges within the "Can of Worms" interchange, this bridge is included. Planned replacement is beyond 2020.	16
1	69801C	2	I 535	I 535 SB ON RAMP OVER RAILROAD & FILL	ST LOUIS	3,300	7	6	6	665.7	17,108	CSTL BEAM SPAN	HS 25.7	FC bridge, minor rehab and painting needed in the next 10 years. District plans to program a series of bridges within the "Can of Worms" interchange, this bridge is included. Planned replacement is beyond 2020.	16
1	69801F	2		I 535 SB SEG 1 OVER I 35 & RAMP TO I 35 SB	ST LOUIS	6,625	7	7	5	576	21,139	CSTL BEAM SPAN	HS 22.9	FC bridge, minor rehab and painting needed in the next 10 years. District plans to program a series of bridges within the "Can of Worms" interchange, this bridge is included. Planned replacement is beyond 2020.	16
1	69801J	2	I 535	I 535 NB SEG 1 OVER I 35 NB & SB OFF RAMP	ST LOUIS	6,625	6	7	6	488.8	12,562	CSTL BEAM SPAN	HS 25.0	FC bridge, minor rehab and painting needed in the next 10 years. District plans to program a series of bridges within the "Can of Worms" interchange, this bridge is included. Planned replacement is beyond 2020.	16

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DISTRICT	BRIDGE NUMBER	CHAP. 152 TIER*	ROUTE NUMBER	FACILITY - FEATURE CROSSED	COUNTY	ADT	(NBIS RATING)			BRIDGE LENGTH (LF)	DECK AREA (SF)	MAIN SPAN TYPE	LOAD (OPERATING) RATING	NOTES	SEE ALSO PAGE
							DECK	SUB	STRUCTURE						
1	69801K	2	I 535	I 535 NB OFF RAMP OVER I 35 SB	ST LOUIS	3,300	6	6	7	597	15,343	CSTL BEAM SPAN	HS 26.7	FC bridge, minor rehab and painting needed in the next 10 years. District plans to program a series of bridges within the "Can of Worms" interchange, this bridge is included. Planned replacement is beyond 2020.	17
1	69801N	2	I 535	I 535 NB SEG 3 OVER CP RAIL	ST LOUIS	4,400	7	6	7	296	7,607	CSTL BEAM SPAN	HS 25.0	FC bridge, minor rehab and painting needed in the next 10 years. District plans to program a series of bridges within the "Can of Worms" interchange, this bridge is included. Planned replacement is beyond 2020.	17
2	4001	2	Hwy. 1	HWY. 1 OVER OVERFLOW CHANNEL	BELTRAMI	55	5	4	6	217.4	7,566	PRECAST CHAN SPAN	HS 50.0		17
2	4561	2	Hwy. 1	HWY. 1 OVER DITCH	BELTRAMI	55	5	4	4	24.7	692	STEEL BEAM SPAN	HS 19.0		17
2	5581	1	Hwy. 1	HWY. 1 OVER SANDY RIVER	CLEARWATER	3,000	4	5	5	48.5	1,470	CONC DECK GIRD	HS 28.2		17
2	9100	2	Hwy. 1	HWY. 1 OVER RED RIVER OF THE NORTH (Oslo)	MARSHALL	1500	7	5	6	792.2	25,905	STEEL HIGH TRUSS	HS 27.1	Border bridge with North Dakota.	17
2	9090	2	Hwy. 2	HWY. 2 OVER RED RIVER & CITY ST (Kennedy)	POLK	21,500	6	7	5	1261	81,965	STEEL HIGH TRUSS	HS 26.8	Border bridge with North Dakota. Since SR = 60.8 and truss has performed well, new deck and paint will remove deficiencies.	17
2	5557	2	Hwy. 11	HWY. 11 OVER RAPID RIVER	LAKE OF THE WOODS	760	5	4	6	216	8,942	CONC ARCH	HS 18.0		17
2	6690	1	Hwy. 11	HWY. 11 OVER RED RIVER OF THE NORTH (ROBBIN)	KITTSOON	1400	4	4	6	1058	31740	CSTL HIGH TRUSS	HS 20.6	Border bridge with North Dakota.	17
2	9412	1	Hwy. 72	HWY. 72 OVER RAINY RIVER	LAKE OF THE WOODS	2,100	5	5	5	1285	34,053	STEEL HIGH TRUSS	HS 22.5	Border Bridge with Ontario, Canada.	17
2	6730	1	Hwy. 75	HWY. 75 OVER DITCH	NORMAN	1,050	4	4	7	22.4	941	CONC SLAB SPAN	HS 23.2		17
2	6731	1	Hwy. 75	HWY. 75 OVER DITCH	NORMAN	1,050	4	4	6	22.4	941	CONC SLAB SPAN	HS 23.5	Cost incl w/ Br 6730 project.	17
2	6734	3	Hwy. 75	HWY. 75 OVER MARSH RIVER	NORMAN	1,050	4	6	6	225	7,695	CSTL BEAM SPAN	HS 25.6	Tier 3 Bridge - cost not included in Chapter 152 Program.	17
2	35007	2	Hwy. 171	HWY. 171 OVER RED RIVER OF THE NORTH	KITTSOON	800	6	7	8	2080	115,024	CSTL BEAM SPAN	HS 34.0	Border bridge with North Dakota.	17
2	6522	2	Hwy. 200	HWY. 200 FRNT RD OVER MARSH RIVER	NORMAN	4	6	5	6	41.3	826	STEEL LOW TRUSS	HS 20.7		17
2	5872	2	Hwy. 317	HWY. 317 OVER RED RIVER OF THE NORTH (Grafton)	MARSHALL	320	7	5	7	412	10,712	STEEL HIGH TRUSS	HS 20.7	Border bridge with North Dakota. OL in 2005; paint and repairs needed to maintain condition, which should be adequate for the next 20 years with low ADT.	17
2	4700	2	Hwy. 2B	HWY. 2B (BUSINESS) OVER RED RIVER (Sortie)	POLK	12,700	6	5	6	602.6	24,887	STEEL HIGH TRUSS	HS 23.2	Border bridge with North Dakota.	17
3	3622	1	Hwy. 12	HWY. 12 OVER S FK CROW RIVER	WRIGHT	15,500	4	4	4	178	6,568	CONC DECK GIRD	HS 28.2		17
3	6748	1	Hwy. 123	HWY. 23 OVER MISS R & RIVERSIDE DR (DESOTO)	STEARNS	31,000	7	4	5	890	62,710	CSTL DECK TRUSS			17
3	9086	2	Hwy. 23	HWY. 23 OVER 10TH AVE	STEARNS	29,000	4	4	4	189.1	15,015	STEEL BEAM SPAN	HS 54.9		17
3	5790	1	Hwy. 71	HWY. 71 OVER N FK CROW RIVER	STEARNS	2,100	6	6	4	54.7	1,832	STEEL BEAM SPAN	HS 18.5		17
3	86813	3	I 94	I 94 WB OVER COUNTY ROAD 75 & RR	WRIGHT	25,500	4	5	7	479.7	21,443	CSTL BEAM SPAN	HS 32.0	Tier 3 Bridge - cost not included in Chapter 152 Program.	17
3	86814	3	I 94	I 94 EB OVER COUNTY ROAD 75 & RR	WRIGHT	25,500	4	5	6	492.6	22,019	CSTL BEAM SPAN	HS 33.7	Tier 3 Bridge - cost not included in Chapter 152 Program.	17
3	91049	2	Hwy. 169	HWY. 169 OVER RIPPLE RIVER	AITKIN	3,950	N	N	N	27.2	0	CONC BOX CULV	HS 24.0		17
3	91050	2	Hwy. 169	HWY. 169 OVER RIPPLE RIVER	AITKIN	3,950	N	N	N	27.2	0	CONC BOX CULV	HS 24.0	Cost incl w/ Br 91049 project.	17
4	6456	2	Hwy. 12	HWY. 12 OVER MINNESOTA RIVER	BIG STONE	4,300	4	7	7	63	2,539	CONC DECK GIRD	HS 28.3		17
4	3067	1	Hwy. 29	HWY. 29 OVER OUTLET CREEK	POPE	3,900	4	5	6	28	1,098	CONC DECK GIRD	HS 20.8		17
4	6552	2	Hwy. 29	HWY. 29 OVER DITCH	SWIFT	1,200	7	7	7	92	3,220	CONC SLAB SPAN	HS 20.6		17
4	5186	2	Hwy. 75	HWY. 75 OVER WHISKEY CREEK	WILKIN	1,300	5	5	6	42.4	1,429	STEEL BEAM SPAN	HS 17.9		17
4	21805	3	I 94	I 94 WB OVER LATOKA LAKE	DOUGLAS	7,900	4	6	6	125.7	5,179	CSTL BEAM SPAN	HS 31.8	Tier 3 Bridge - cost not included in Chapter 152 Program.	17
4	21813	2	I 94	HWY. 29 SB OVER I 94	DOUGLAS	10,400	4	5	5	235.4	10,099	CSTL BEAM SPAN	HS 44.1		17
4	21814	2	I 94	HWY. 29 NB OVER I 94	DOUGLAS	10,400	4	6	5	235.4	8,404	CSTL BEAM SPAN	HS 44.1	Cost includes Br 21813 project.	17
6	5337	1	Hwy. 3	HWY. 3 OVER UP RR	RICE	7,300	5	4	5	296.3	9,956	STEEL BEAM SPAN	HS 26.5	Letting 04/25/2008 both bridges in one project SP-6612-95	17
6	6842	1	Hwy. 3	HWY. 3 OVER CANNON RIVER	RICE	7,300	4	4	3	176.1	5,635	CONC DECK GIRD	HS 35.0		17
6	5234	2	Hwy. 14	HWY. 14 OVER STREAM	WINONA	4,500	6	6	6	46	1,840	CONC DECK GIRD	HS 68.6		17
6	6036	1	Hwy. 14	HWY. 14 OVER STREAM	DODGE	7,400	N	N	N	22	0	CONC BOX CULV	HS 21.6		17
6	74820	2	Hwy. 14	HWY. 14 EB OVER I 35	STEELE	6,050	4	5	5	202	5,191	CSTL BEAM SPAN	HS 35.7	Bridge replacement is small portion of overall project costs. Construction underway.	17
6	5968	1	Hwy. 42	HWY. 42 OVER N FORK WHITEWATER RIVER	WABASHA	3,000	6	4	4	96	3,168	CONC DECK GIRD	HS 30.0		17
6	5900	1	Hwy. 43	HWY. 43 OVER MISS RVR, RR, STREETS (WINONA)	WINONA	11,900	6	5	6	2288.5	78,724	CSTL HIGH TRUSS	HS 21.6		17
6	23004	2	Hwy. 43	HWY. 43 OVER S FORK ROOT RIVER	FILLMORE	540	6	5	6	78	2,184	STEEL LOW TRUSS	HS 20.0		17
6	4148	2	Hwy. 44	HWY. 44 OVER STREAM	FILLMORE	2,300	N	N	N	23	0	CONC BOX CULV	HS 21.6		17
6	4150	2	Hwy. 44	HWY. 44 OVER STREAM	FILLMORE	2,100	N	N	N	22.5	0	CONC BOX CULV	HS 21.6	Cost incl w/ Br 4148 project.	17
6	4151	2	Hwy. 44	HWY. 44 OVER STREAM	FILLMORE	2,100	N	N	N	22.5	0	CONC BOX CULV	HS 21.6	Cost incl w/ Br 4148 project.	17
6	5713	1	Hwy. 56	HWY. 56 OVER MID FORK ZUMBRO RIVER	DODGE	1,500	5	5	5	65	1,820	STEEL BEAM SPAN	HS 31.3		17

CHAPTER 152 BRIDGE INVENTORY REPORT
Fracture Critical and Structurally Deficient Trunk Highway Bridges as of March 1, 2008 (Revised April 23, 2008)

DISTRICT	BRIDGE NUMBER	CHAP. 152 TIER*	ROUTE NUMBER	FACILITY - FEATURE CROSSED	COUNTY	ADT	(NBIS RATING)			BRIDGE LENGTH (LF)	DECK AREA (SF)	MAIN SPAN TYPE	LOAD (OPERATING) RATING	NOTES	SEE ALSO PAGE
							DECK	SUB	STRUCTURE						
6	5905	2	Hwy. 56	HWY. 56 FARM ENT OVER N BR UPPER IOWA RIVER	MOWER	5	7	6	4	38	825	STEEL BEAM SPAN	HS 25.4		17
6	5188	1	Hwy. 58	HWY. 58 OVER N FORK ZUMBRO RIVER	GOODHUE	6600	4	4	5	113.4	4,956	STEEL BEAM SPAN	HS 18.5		17
6	5370	1	Hwy. 60	HWY. 60 OVER STRAIGHT R.R.R.STREET	RICE	10500	8	7	7	951	42,795	CONC ARCH	HS 24.9	Historic bridge. With major rehabilitation underway, deficiencies will be addressed.	17
6	5397	2	Hwy. 60	HWY. 60 OVER TROUT BROOK	WABASHA	630	7	6	6	67.2	1,908	STEEL THRU GIRL	HS 19.0		18
6	6770	1	Hwy. 60	HWY. 60 OVER CANNON RIVER	RICE	5,050	4	3	7	95.3	3,307	CONC DECK GIRD	HS 30.6		18
6	6771	1	Hwy. 60	HWY. 60 OVER CANNON RIVER	RICE	6,300	5	4	4	114.6	3,965	CONC DECK GIRD	HS 31.1		18
6	9798	2	Hwy. 60	HWY. 60 OVER STREAM	WABASHA	630	5	3	5	93.6	2,948	STEEL BEAM SPAN	HS 26.6		18
6	79000	2	Hwy. 60	HWY. 60 OVER MISS R, RR, & STS	WABASHA	4,750	7	7	7	2462	106,605	STEEL HIGH TRUSS	HS 39.2	FC bridge built in 1987. All NBIS condition ratings are good. Only normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	18
6	6773	1	Hwy. 61	HWY. 61 OVER GILBERT CREEK	GOODHUE	7,500	5	4	5	114.4	4,164	CONC DECK GIRD	HS 32.0		18
6	9450	1	Hwy. 61	HWY. 61 OVER NYMPHARA LANE	GOODHUE	8,000	4	4	5	100	6,350	PRESTR VD SLAB SPAN	HS 64.0		18
6	9040	1	Hwy. 63	HWY. 63 OVER MISS RIVER & CP RAIL (RED WING)	GOODHUE	11,500	5	6	5	1630.8	60,829	CSTL HIGH TRUSS	HS 34.0		18
6	6808	2	I 90	I 90 EB OVER TWP RD & TURTLE CRK	MOWER	7,700	5	4	5	243	10,741	PRESTR BEAM SPAN	HS 33.0	Bridges of Mower County - Combined	18
6	8929	1	I 90	I 90 OVER DOBBINS CREEK	MOWER	18,800	N	N	N	31.1	0	CONC BOX CULV	HS 24.0	Bridges of Mower County - Combined	18
6	9320	2	I 90	I 90 OVER MISSISSIPPI RIVER (DRESBACH)	WINONA	26,000	5	6	6	2490.2	175,894	CSTL DECK GIRD	HS 33.0		18
6	85807	2	I 90	I 90 WB OVER TWP 323	WINONA	10,600	4	4	6	118.7	5,045	PRESTR VD SLAB SPAN	HS 44.0		18
6	85808	2	I 90	I 90 EB OVER TWP 323	WINONA	10,600	4	4	6	118.7	5,045	PRESTR VD SLAB SPAN	HS 44.0	Cost incl w/ Br 85807 project.	18
6	85809	2	I 90	I 90 WB OVER TWP 312	WINONA	10,600	4	4	5	95	4,038	PRESTR VD SLAB SPAN	HS 46.0	Cost incl w/ Br 85807 project.	18
6	85810	2	I 90	I 90 EB OVER TWP 312	WINONA	10,600	4	4	5	95	4,038	PRESTR VD SLAB SPAN	HS 46.0	Cost incl w/ Br 85807 project.	18
6	4867	CP	Hwy. 105	HWY. 105 OVER WOODBURY CREEK	MOWER	275	5	5	5	53	1420	STEEL BEAM SPAN	HS 18.4	Bridge included in Chapter 152 as a "Commissioner Priority" (CP) project, due to bridge being load posted.	18
6	6975	2	Hwy. 250	HWY. 250 OVER S BR ROOT RIVER	FILLMORE	840	7	7	6	104	2,808	STEEL HIGH TRUSS	HS 17.0		18
6	6977	2	Hwy. 250	HWY. 250 OVER N BR ROOT RIVER	FILLMORE	380	7	6	6	144	3,456	STEEL HIGH TRUSS	HS 15.0	Cost incl w/ Br 6975 project.	18
7	6749	2	Hwy. 4	HWY. 4 OVER LITTLE COTTONWOOD RIVER	BROWN	1,250	7	4	5	98	3,381	STEEL BEAM SPAN	HS 32.0	Letting: 1/28/11	18
7	6762	3	Hwy. 4	HWY. 4 OVER WATONWAN RIVER	WATONWAN	970	4	5	5	56	1,932	STEEL BEAM SPAN	HS 34.0	Letting: 12/16/11	18
7	9200	1	Hwy. 14	HWY. 14 OVER MINNESOTA RIVER	BROWN	8,600	5	6	5	566.4	20,107	PRESTR BEAM SPAN	HS 70.0		18
7	4014	2	Hwy. 22	HWY. 22 OVER ROBARTS CREEK	NICOLLET	1,200	N	N	N	22.5	0	CONC BOX CULV	HS 24.0		18
7	5834	2	Hwy. 30	HWY. 30 OVER BR OF WATONWAN R	COTTONWOOD	740	4	5	5	32	1,072	STEEL BEAM SPAN	HS 30.0	Letting: 3/25/11	18
7	5513	1	Hwy. 68	HWY. 68 OVER UP RR	BLUE EARTH	3,150	4	3	5	115	4,497	CONC DECK GIRD	HS 30.6	Letting: 5/18/12	18
7	6889	2	Hwy. 71	HWY. 71 OVER DES MOINES RIVER	COTTONWOOD	2,350	4	4	4	143	4,919	STEEL BEAM SPAN	HS 48.0	Letting: 1/22/10	18
7	6245	2	Hwy. 75	HWY. 75 OVER POPLAR CREEK	ROCK	9,500	N	N	N	22.8	0	CONC BOX CULV	HS 24.0		18
7	4930	2	Hwy. 99	HWY. 99 OVER MINNESOTA RIVER (ST. PETER)	LE SUEUR	7,000	5	5	5	402.3	12,512	CSTL HIGH TRUSS	HS 23.6	Historic bridge. Currently studying rehabilitation vs. replacement. 10/15/09 - STIP 2014	18
7	6535	2	Hwy. 258	HWY. 258 OVER COTTONWOOD RIVER	BROWN	700	4	5	4	163	4,564	STEEL HIGH TRUSS	HS 22.7		18
7	6821	2	Hwy. 270	HWY. 270 OVER MUD CREEK	ROCK	740	4	5	5	37.9	1,251	STEEL BEAM SPAN	HS 29.1	Letting: 4/22/11	18
8	9114	2	Hwy. 7	HWY. 7 OVER CHIPPEWA RIVER	CHIPPEWA	1,850	5	4	5	182	5,951	STEEL HIGH TRUSS	HS 22.0	No change from June 09 status.	18
8	4667	2	Hwy. 19	HWY. 19 ACCESS RD OVER SULPHUR L	REDWOOD	50	4	4	4	122	3,416	STEEL HIGH TRUSS	HS 17.2	Only normal maintenance planned to maintain condition. Low ADT - does not carry Trunk Highway traffic - will load post when needed.	18
8	5388	1	Hwy. 24	HWY. 24 OVER N FK CROW RIVER	MEEKER	1,650	4	5	5	105	2,919	STEEL LOW TRUSS	HS 16.2	District funded project. Has been let, and construction is totally complete. Letting was 12/19/08 for \$1,524,066.	18
8	5380	2	Hwy. 40	HWY. 40 OVER LAC QUI PARLE L	CHIPPEWA	610	4	4	5	220.5	6,284	STEEL HIGH TRUSS	HS 18.0		18
8	6962	2	Hwy. 68	HWY. 68 OVER DITCH	REDWOOD	1,350	5	5	4	26	905	STEEL BEAM SPAN	HS 24.1	Chapter 152 funded project. Has been let, and construction is totally complete. Letting was 3/13/09 for \$333,771.	18
8	87005	2	Hwy. 274	HWY. 274 OVER YELLOW MEDICINE RIVER	YELLOW MEDICINE	920	8	8	5	186.9	8,186	PRESTR BEAM SPAN	HS 45.4	No work needed. Condition ratings were re-evaluated - bridge no longer structurally deficient.	18
8	6816	2	Hwy. 277	HWY. 277 OVER CO DITCH # 22	CHIPPEWA	310	6	6	4	28.5	1,015	STEEL BEAM SPAN	HS 30.3	No change from June 09 status.	18
M	6654	1	Hwy. 5	HWY. 5 OVER RECREATION TRAIL	CARVER	16,000	4	5	5	160.2	6,136	CONC DECK GIRD	HS 28.5		18
M	9300	2	Hwy. 5	HWY. 5 WEST 7TH ST OVER MISSISSIPPI RIVER	RAMSEY	56,000	5	5	5	1198.5	87,850	CSTL DECK GIRD	HS 37.0	FC bridge built in 1961, remodeled in 1986. NBIS condition ratings are fair. Normal maintenance planned for next 10 years. Replacement will be needed beyond 2018.	18
M	5462	2	Hwy. 7	HWY. 7 (COUNTY ROAD 25) OVER HWY. 100	HENNEPIN	36,000	4	5	5	190.4	15,080	CONC DECK GIRD	HS 38.5		18
M	82010	2	Hwy. 105	HWY. 10 (PRESCOTT) OVER ST CROIX RIVER	WASHINGTON	13500	6	7	6	683.8	35131	STEEL MOVEABLE	HS 50.0	Built in 1986 (see endnote 1) and built with a redundant system for FC tie girder.	18
M	82815	2	Hwy. 35	HWY 8 WB OVER I 35	WASHINGTON	10,500	7	7	7	355.9	12,706	CSTL DECK GIRD	HS 26.6	FC bridge built in 1967. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Replacement will be needed beyond 2018.	18
M	4654	1	Hwy. 36	HWY. 36 OVER ST CROIX RIVER	WASHINGTON	18,000	8	6	5	1053	25,272	STEEL MOVEABLE	HS 20.0		18
M	5723	2	Hwy. 36	HWY. 36 OVER LEXINGTON AVE(COUNTY ROAD	RAMSEY	85,000	4	4	5	64	10,115	CONC RIGID FRAME	HS 55.0		18

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Fracture Critical and Structurally Deficient Trunk Highway Bridges as of March 1, 2008 (Revised April 23, 2008)

DISTRICT	BRIDGE NUMBER	CHAP. 152 TIER*	ROUTE NUMBER	FACILITY - FEATURE CROSSED	COUNTY	ADT	(NBIS RATING)			BRIDGE LENGTH (LF)	DECK AREA (SF)	MAIN SPAN TYPE	LOAD (OPERATING) RATING	NOTES	SEE ALSO PAGE
							DECK	SUB	STRUCTURE						
M	9115	1	Hwy. 36	HWY. 36 EB OVER HWY. 95	WASHINGTON	9,750	6	5	5	401	14,957	CONC BOX GIRD	HS 59.1	Cost incl w/ Br 4654 (St. Croix) project.	18
M	9800	1	Hwy. 52	HWY. 52(LAFAYETTE) OVER MISS R, RR & STREETS	RAMSEY	81,000	5	4	7	3366	254,251	CSTL DECK GIRD	HS 31.7		18
M	62026	2	Hwy. 52	LAFAYETTE (HWY. 52) OVER UP RR & EATON ST	RAMSEY	74,000	5	4	5	580.3	59,017	CSTL BEAM SPAN	HS 31.2		18
M	94277	2	Hwy. 55	HWY. 55 OVER BASSETT CREEK	HENNEPIN	27,500	N	N	N	20.3	0	CONC BOX CULV	HS 18.0		19
M	5895	1	Hwy. 61	HWY. 61 OVER MISS RIVER, RR, STREET (HASTINGS)	DAKOTA	32,500	5	4	5	1857.3	74,292	CSTL HIGH TRUSS	HS 32.2		19
M	6688	1	Hwy. 61	HWY. 61 OVER BNSF RR	RAMSEY	24,500	4	4	5	180	11,934	CONC DECK GIRD	HS 38.1		19
M	27046	2	Hwy. 77	HWY. 77 SB COLL RD OVER KILLEBREW DRIVE	HENNEPIN	5,000	6	7	7	504.8	23,170	CSTL BEAM SPAN	HS 62.0	FC bridge built in 1988. All NBIS condition ratings are satisfactory to good. Only an overlay will be needed by 2018. See endnote 1.	19
M	27048	2	Hwy. 77	HWY. 77 SB OFF RAMP OVER 81ST STREET	HENNEPIN	3,450	7	7	7	525.6	24,170	CSTL BEAM SPAN	HS 94.0	FC bridge built in 1988. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	19
M	27052C	2	Hwy. 77	HWY. 77 NB COLL RD OVER 79TH ST & EB 494/5 RAMPS	HENNEPIN	10,000	7	7	7	603.3	25,253	CSTL BEAM SPAN	HS 46.0	FC bridge built in 1989. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	19
M	9600N	2	Hwy. 77	HWY. 77 NB OVER MINNESOTA R & BLACK DOG	HENNEPIN	47,000	6	6	7	5159.1	308,514	STEEL TIED ARCH	HS 34.0	FC bridge built in 1978. All NBIS condition ratings are satisfactory to good. Overlay will be needed by 2015. See endnote 1.	19
M	9600S	2	Hwy. 77	HWY. 77 SB OVER MINNESOTA R & BLACK DOG	HENNEPIN	47,000	6	6	7	5184.7	310,045	STEEL TIED ARCH	HS 34.0	FC bridge built in 1978. All NBIS condition ratings are satisfactory to good. Overlay will be needed by 2015. See endnote 1. (Cost incl w Br 9600N)	19
M	27728	2	I 94	I 94 NB ON RAMP OVER GLENWOOD AVE & RR	HENNEPIN	7,100	6	6	6	1475.2	64,614	CSTL BEAM SPAN	HS 42.5	FC bridge built in 1978. All NBIS condition ratings are satisfactory. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	19
M	27842	2	I 94	I 94 WB ON RAMP OVER I 94 & HWY. 65	HENNEPIN	20,000	4	4	6	534.1	13,566	CCONC BOX GIRD	HS 36.0		19
M	27861	2	I 94	I 94 WB OFF RAMP OVER CP RAIL & CITY ST	HENNEPIN	11,000	4	5	4	268	6,888	CSTL BEAM SPAN	HS 31.6		19
M	27726B	2	I 94	I 94 SB OFF RAMP OVER LYNDAL AVE N & RR	HENNEPIN	10,900	6	6	7	1099.6	28,919	CSTL BEAM SPAN	HS 44.0	FC bridge built in 1979. All NBIS condition ratings are satisfactory to good. Overlay will be needed by 2018. See endnote 1.	19
M	27727B	2	I 94	I 94 SB ON RAMP OVER GLENWOOD AVE & RR'S	HENNEPIN	8,000	6	6	6	1896.25	54,542	PRESTR BEAM SPAN	HS 40.0	FC bridge built in 1978. All NBIS condition ratings are satisfactory. Overlay will be needed by 2018. See endnote 1.	19
M	27799R	2	I 94	I 94 EB ON RAMP OVER LYNDAL AVE SB	HENNEPIN	25,400	6	7	7	783.7	29,470	CSTL BEAM SPAN	HS 42.0	FC bridge built in 1989, remodeled in 1987. NBIS condition ratings are satisfactory. Normal maintenance planned for the next 10 years. Paint and re-deck will be needed beyond 2018.	19
M	5598	2	Hwy. 100	MINNETONKA BLVD OVER HWY. 100	HENNEPIN	19,100	4	4	5	163.6	12,794	CONC DECK GIRD	HS 40.1	Cost incl w/ Br 5462 project. Condition is satisfactory	19
M	27789	2	Hwy. 100	HWY. 100 SB CD OVER SB CD RP & FRNT RD	HENNEPIN	2,000	6	6	7	966.6	38,228	CSTL BEAM SPAN	HS 70.0	FC bridge built in 1989. All NBIS condition ratings are fair to good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	19
M	27791	2	Hwy. 100	HWY. 100 SB ON RAMP OVER GLENWOOD AVE TO SB 100	HENNEPIN	2,000	7	7	7	495	13,910	CSTL BEAM SPAN	HS 55.0	FC bridge built in 1989. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	19
M	62090	2	Hwy. 149	HWY. 149 (SMITH AVE) OVER MISSISSIPPI R & RAILROAD	RAMSEY	18,000	6	7	7	2769.7	150,395	CSTL TIED ARCH	HS 42.0	Built in 1986 (see endnote 1) and built with a redundant system for FC tie girder.	19
M	6347	2	Hwy. 243	HWY. 243 (OSCEOLA) OVER ST CROIX RIVER	CHISAGO	7,600	6	6	7	674	23,051	STEEL DECK TRUSS	HS 19.5	Border bridge with Wisconsin. With planned repairs of deck overlay, paint and steel repairs, bridge will perform safely for next 20 years.	19
M	6630	1	Hwy. 280	HENNEPIN AVENUE OVER MT RAIL	RAMSEY	16,000	4	4	5	96.5	6,388	CONC SLAB SPAN	HS 26.6		19
M	6738	1	Hwy. 280	LARPEMTEUR(COUNTY ROAD30) OVER HWY.	RAMSEY	13,500	4	4	4	150.2	10,259	CONC DECK GIRD	HS 41.0	Cost incl w/ Br 6630 project.	19
M	27753	2	I 394	I 394R RAMP OVER NB HWY. 100 TO 394 HOV EB	HENNEPIN	7,600	7	7	7	520	13,572	CSTL BEAM SPAN	HS 48.0	FC bridge built in 1988. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	19
M	27788	2	I 394	I 394 EB ON RAMP OVER HWY. 100 NB ON RAMP	HENNEPIN	4,500	7	7	7	288.6	7,590	CSTL BEAM SPAN	HS 56.0	FC bridge built in 1989. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	19

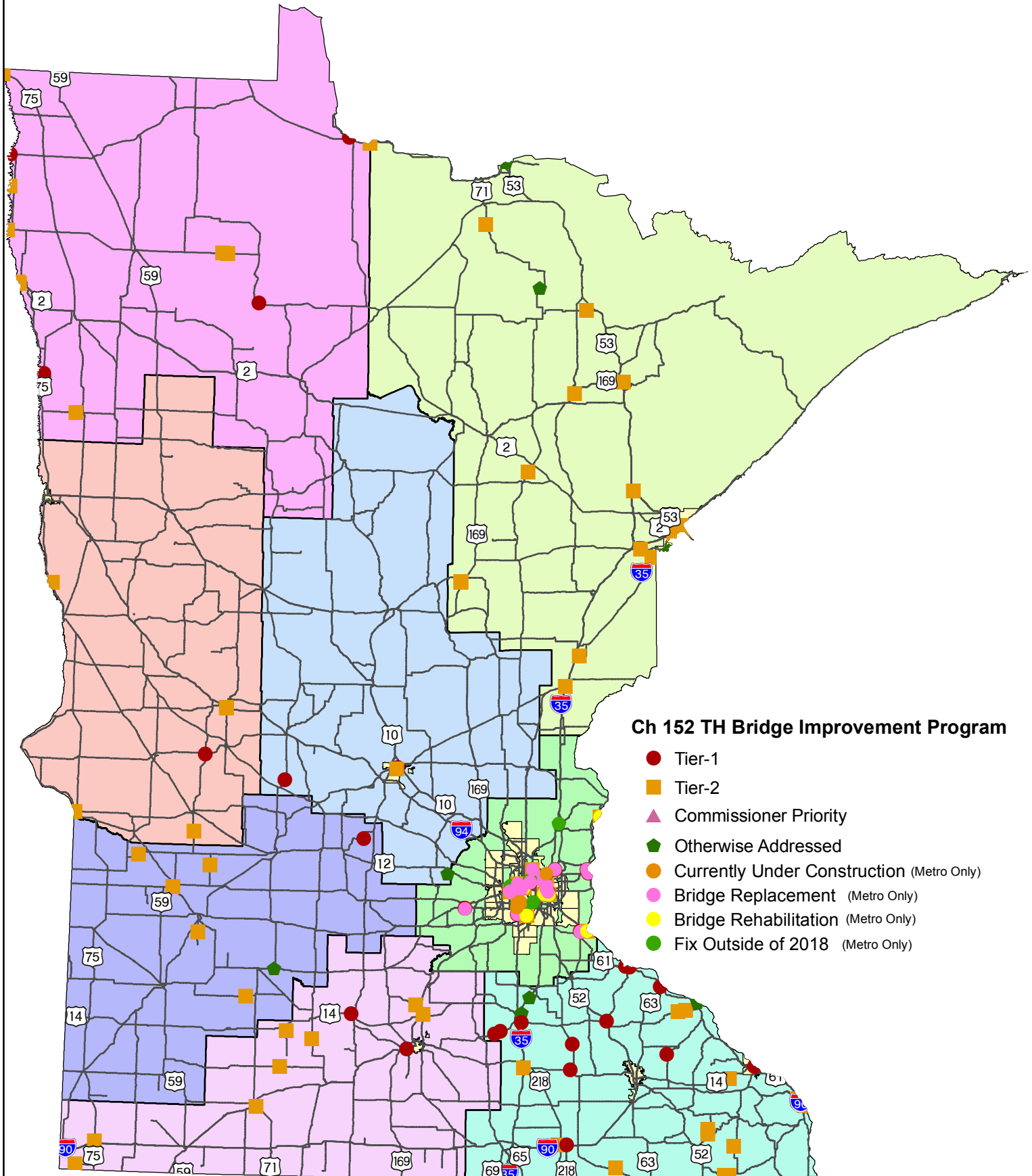
CHAPTER 152 BRIDGE INVENTORY REPORT
Fracture Critical and Structurally Deficient Trunk Highway Bridges as of March 1, 2008 (Revised April 23, 2008)

DISTRICT	BRIDGE NUMBER	CHAP. 152 TIER*	ROUTE NUMBER	FACILITY - FEATURE CROSSED	COUNTY	ADT	(NBIS RATING)			BRIDGE LENGTH (LF)	DECK AREA (SF)	MAIN SPAN TYPE	LOAD (OPERATING) RATING	NOTES	SEE ALSO PAGE
							DECK	SUB	STRUCTURE						
M	27753A	2	I 394	I 394R RAMP OVER 394 HOV WB TO NB HWY. 100	HENNEPIN	3,800	7	7	7	360.3	9,404	CSTL BEAM SPAN	HS 48.0	FC bridge built in 1989. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	19
M	27776A	2	I 394	I 394R OVER I 394 WB, DUNWOODY BLVD	HENNEPIN	7,600	7	7	7	2738.41	154,403	CSTL BEAM SPAN	HS 43.0	FC bridge built in 1987. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	19
M	27776B	2	I 394	I 394R EB OVER I 394 & DOWNTOWN RAMPS	HENNEPIN	2,175	7	7	7	538	25,078	CSTL BEAM SPAN	HS 43.0	FC bridge built in 1987. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	20
M	27789A	2	I 394	I 394 EB OFF RAMP OVER SB HWY. 100	HENNEPIN	6,000	7	7	7	161.8	1,877	CSTL BEAM SPAN	HS 70.0	FC bridge built in 1987. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	20
M	9197	2	I 694	I 694 WB OVER BNSF RR	RAMSEY	51,500	4	6	5	123.3	9,211	PRESTR BEAM SPAN	HS 57.0		20
M	82805	3	I 694	I 694 SB OVER UP RR	WASHINGTON	35,000	4	6	7	144.7	6,257	CSTL BEAM SPAN	HS 41.9	Tier 3 Bridge - cost not included in Chapter 152 Program. Economic stimulus (ARRA) funding used.	20
M	82806	3	I 694	I 694 NB OVER UP RR	WASHINGTON	35,000	4	6	5	144.7	6,257	CSTL BEAM SPAN	HS 41.9	Tier 3 Bridge - cost not included in Chapter 152 Program. Economic stimulus (ARRA) funding used.	20
M	6513	2	I 35E	MARYLAND (COUNTY ROAD 31) OVER I 35E	RAMSEY	22,500	4	5	5	198.7	19,930	STEEL BEAM SPAN	HS 32.0	Cost incl w/ Br 6515 (Cayuga) project.	20
M	6515	1	I 35E	I 35E OVER CAYUGA ST & BNSF RR	RAMSEY	148,000	5	4	4	1285.4	120,185	CSTL BEAM SPAN	HS 29.0		20
M	6517	2	I 35E	I 35E OVER BNSF RR	RAMSEY	148,000	4	4	4	297.8	34,992	CSTL BEAM SPAN	HS 31.3	Cost incl w/ Br 6515 (Cayuga) project.	20
M	9265	2	I 35E	I 35E OVER PENNSYLVANIA AVE	RAMSEY	144,000	4	4	4	164.8	19,166	STEEL BEAM SPAN	HS 44.0	Cost incl w/ Br 6515 (Cayuga) project.	20
M	9053	1	I 35W	W 94TH ST OVER I 35W	HENNEPIN	12,800	5	4	6	199.3	12,815	PRESTR BEAM SPAN	HS 53.8		20
M	9570	2	I 35W	COUNTY ROAD E2 (COUNTY ROAD 73) OVER I 35W	RAMSEY	5,700	7	4	5	213.5	8,284	PRESTR BEAM SPAN	HS 55.0		20
M	9796	1	I 35W	W 76TH ST OVER I 35W	HENNEPIN	23,800	4	4	7	187.2	12,037	CSTL BEAM SPAN	HS 49.3		20
M	27871	1	I 35W	I 35W SB OVER HWY. 65 NB	HENNEPIN	48,500	5	5	4	363.4	12,973	CCONC BOX GIRD	HS 67.0		20
M	27930	2	I 35W	HWY. 121 NB OVER I 35W SB	HENNEPIN	6,000	4	5	6	307	10,254	CSTL BEAM SPAN	HS 31.5		20
M	27932	1	I 35W	HWY. 62 EB OVER I 35W	HENNEPIN	50,000	4	4	6	376	12,558	CCONC BOX GIRD	HS 36.0		20
M	27937	2	I 35W	HWY. 62 WB OVER I 35W NB	HENNEPIN	49,000	4	4	6	224.3	5,720	CCONC BOX GIRD	HS 38.5		20
M	27938	2	I 35W	35W SB TO EB HWY. 62 OVER I 35 NB	HENNEPIN	22,750	4	4	7	289.5	7,382	CCONC BOX GIRD	HS 45.2		20
M	27939	2	I 35W	I 35W SB OVER E 60TH ST	HENNEPIN	85,000	4	4	7	126.6	7,786	CSTL BEAM SPAN	HS 33.7		20
M	27940	2	I 35W	I 35W NB OVER E 60TH ST	HENNEPIN	85,000	4	4	7	126.6	7,786	CSTL BEAM SPAN	HS 33.7		20
M	27941	2	I 35W	35W SB TO HWY. 62 EB OVER HWY. 62 WB	HENNEPIN	22,750	4	4	5	243.6	6,212	CCONC BOX GIRD	HS 62.1		20
M	62853	2	I 35W	I 35W RAMP TO HWY. 36 EB OVER HWY. 280 NB	RAMSEY	10,000	6	6	6	294.4	12,777	CSTL BEAM SPAN	HS 37.0	FC bridge built in 1970. All NBIS condition ratings are satisfactory. Normal maintenance planned for the next 10 years. Replacement will be needed beyond 2018.	20
M	27776C	2	I 394	I 394R WB OVER I 394 WB ON RAMP	HENNEPIN	2,175	7	7	7	626	32,446	CSTL BEAM SPAN	HS 43.0	FC bridge built in 1989. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	20
M	27776F	2	I 394	394R EB RAMP OVER I 94 EB (ST. PAUL)	HENNEPIN	1,087	7	7	7	1199.98	31,403	CSTL BEAM SPAN	HS 43.0	FC bridge built in 1987. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1.	20

* The bridge Tier was established on April 23, 2008.



Chapter 152 TH Bridge Improvement Program

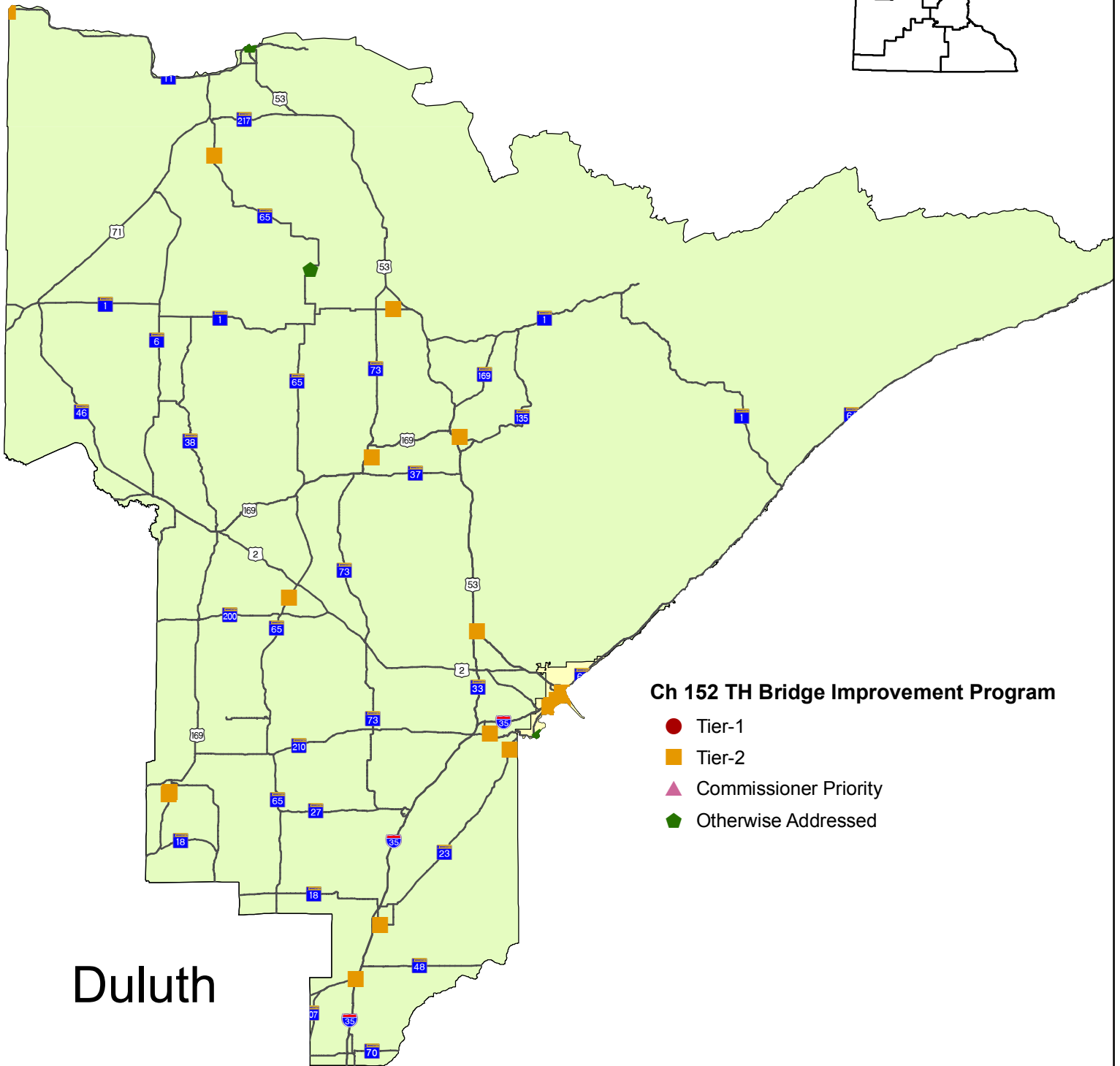
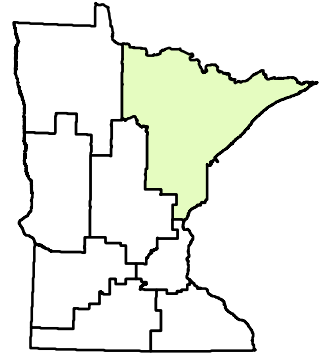


Ch 152 TH Bridge Improvement Program

- Tier-1
- Tier-2
- ▲ Commissioner Priority
- ◆ Otherwise Addressed
- Currently Under Construction (Metro Only)
- Bridge Replacement (Metro Only)
- Bridge Rehabilitation (Metro Only)
- Fix Outside of 2018 (Metro Only)



Chapter 152 TH Bridge Improvement Program District 1

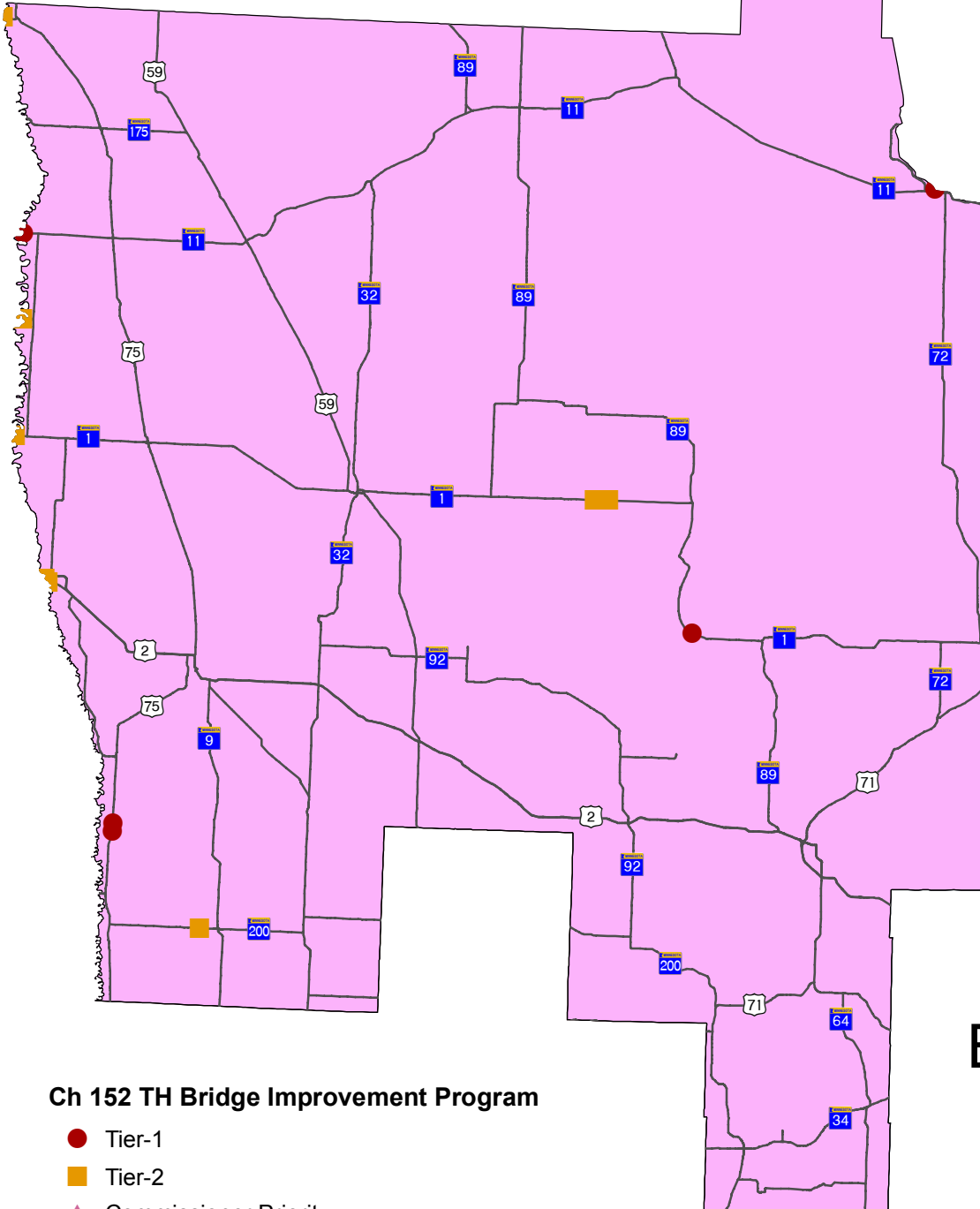
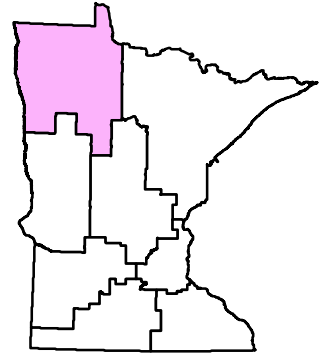


Ch 152 TH Bridge Improvement Program

- Tier-1
- Tier-2
- ▲ Commissioner Priority
- ◆ Otherwise Addressed



Chapter 152 TH Bridge Improvement Program District 2



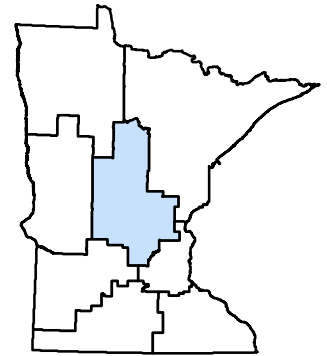
Bemidji

Ch 152 TH Bridge Improvement Program

- Tier-1
- Tier-2
- ▲ Commissioner Priority
- ◆ Otherwise Addressed

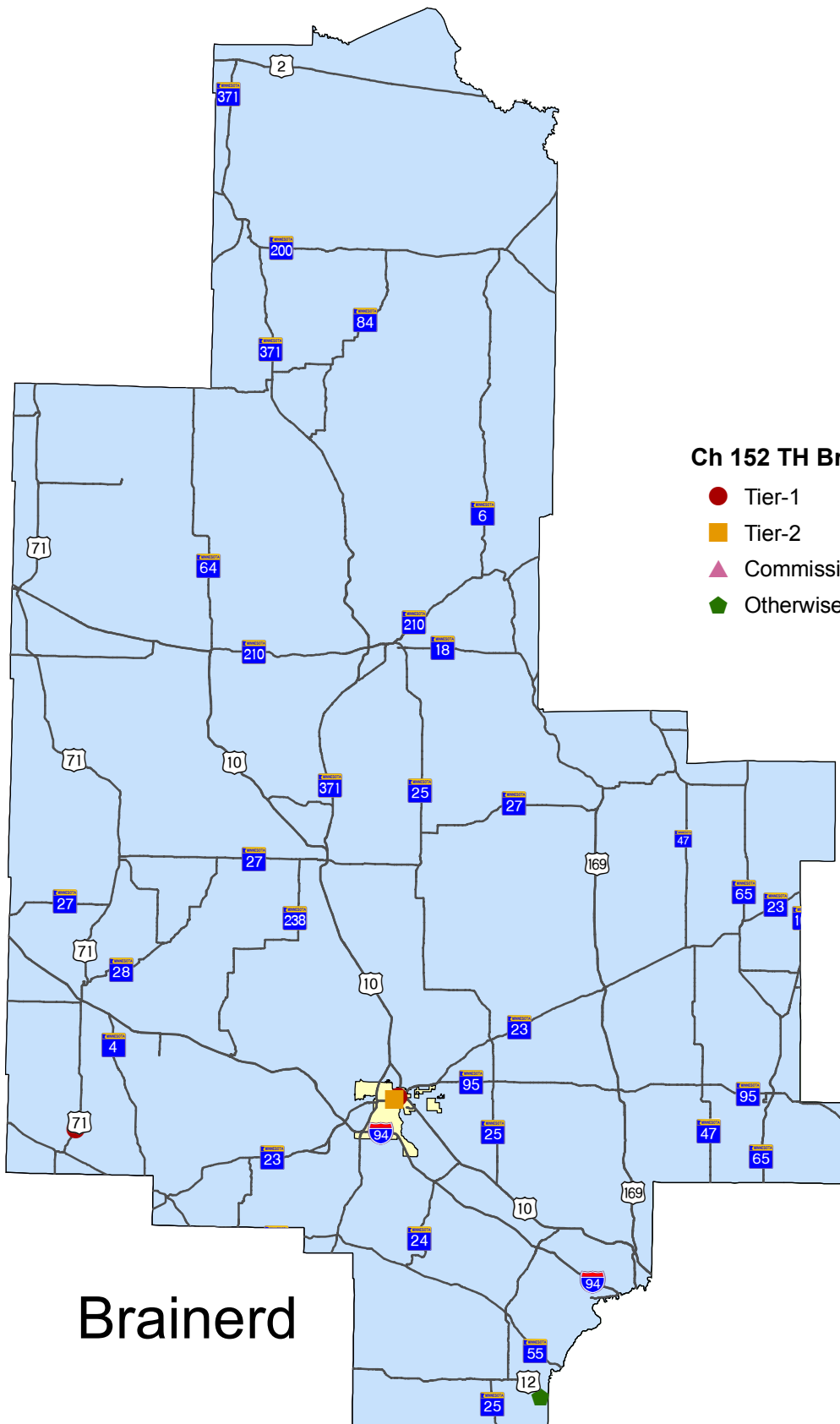


Chapter 152 TH Bridge Improvement Program District 3



Ch 152 TH Bridge Improvement Program

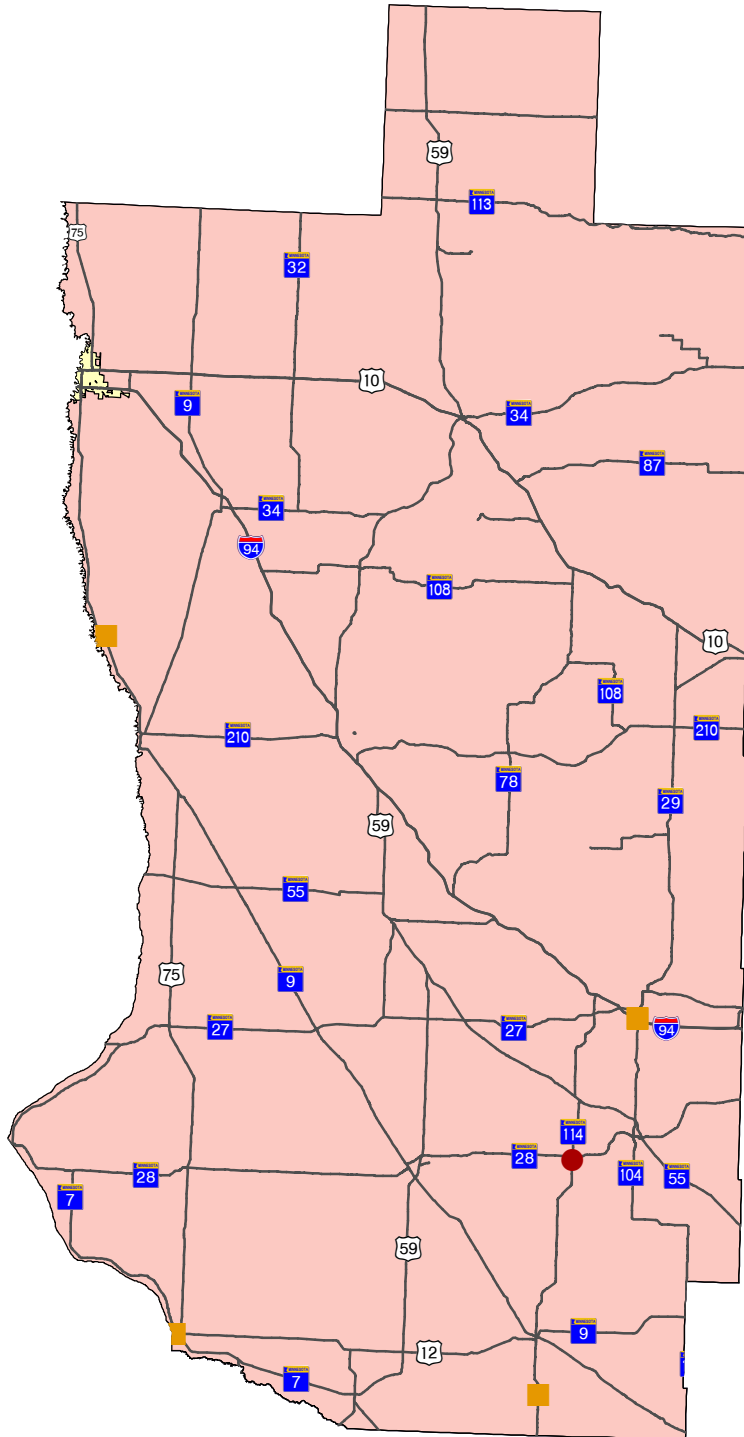
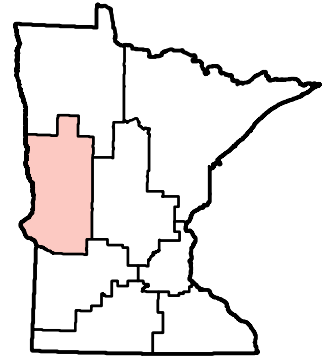
- Tier-1
- Tier-2
- ▲ Commissioner Priority
- ◆ Otherwise Addressed



Brainerd



Chapter 152 TH Bridge Improvement Program District 4



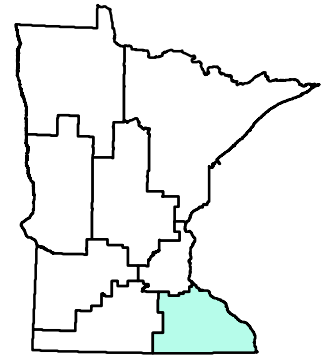
Ch 152 TH Bridge Improvement Program

- Tier-1
- Tier-2
- ▲ Commissioner Priority
- ◆ Otherwise Addressed

Detroit Lakes

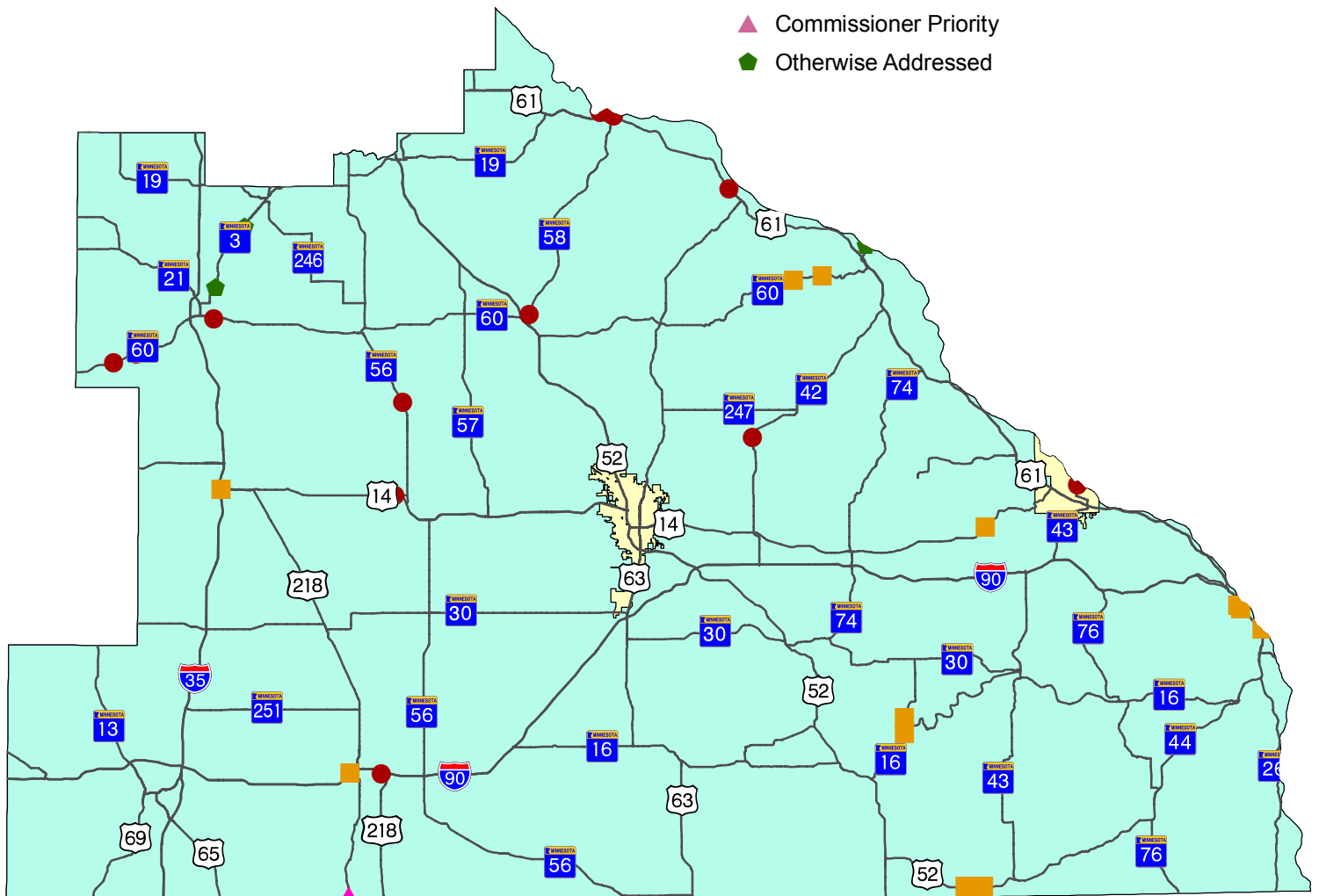


Chapter 152 TH Bridge Improvement Program District 6



Ch 152 TH Bridge Improvement Program

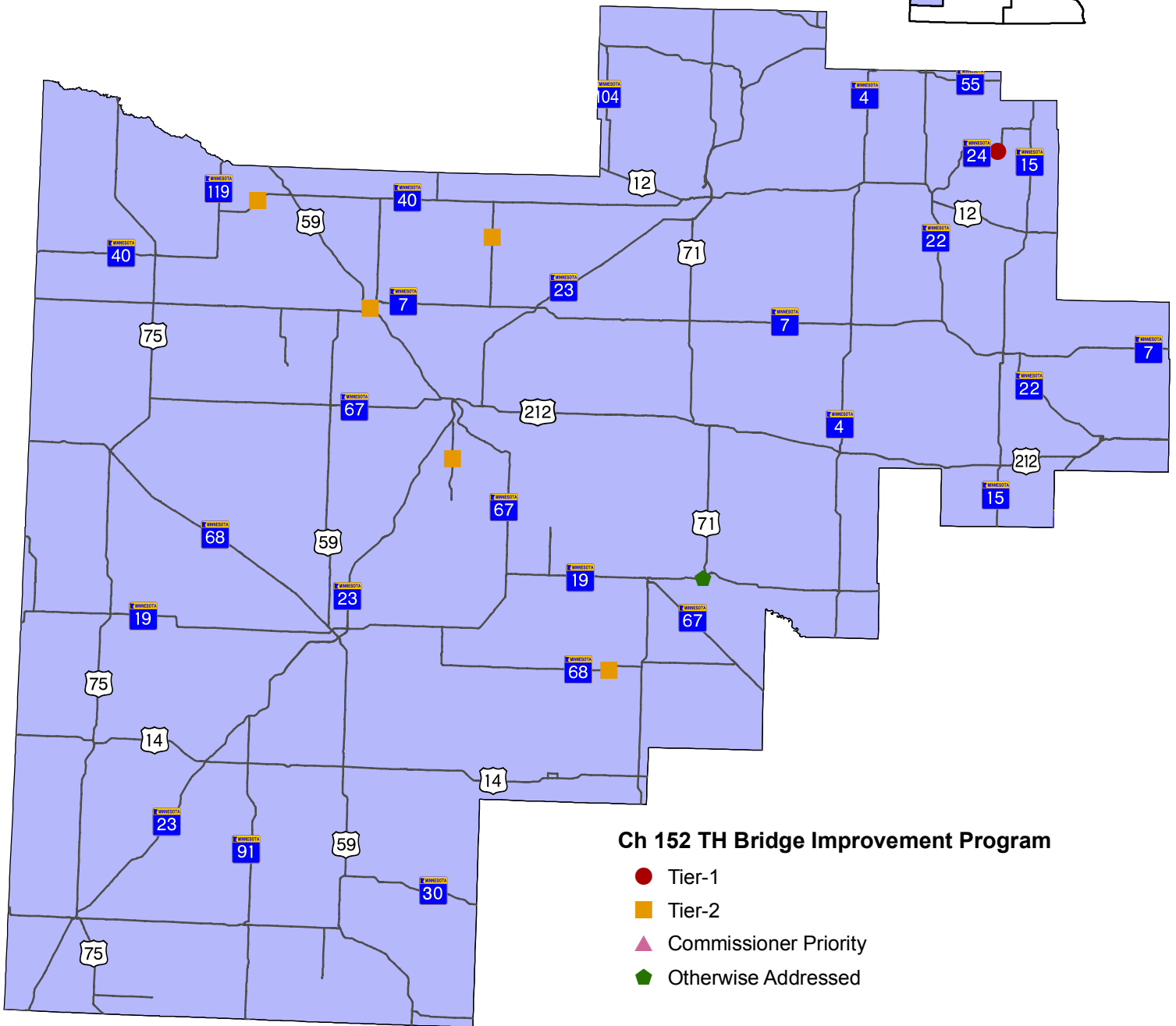
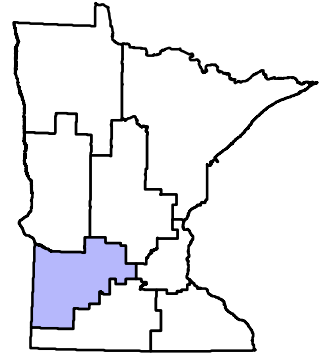
- Tier-1
- Tier-2
- ▲ Commissioner Priority
- ◆ Otherwise Addressed



Rochester



Chapter 152 TH Bridge Improvement Program District 8



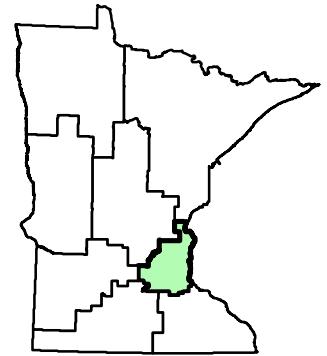
Ch 152 TH Bridge Improvement Program

- Tier-1
- Tier-2
- ▲ Commissioner Priority
- ◆ Otherwise Addressed

Willmar

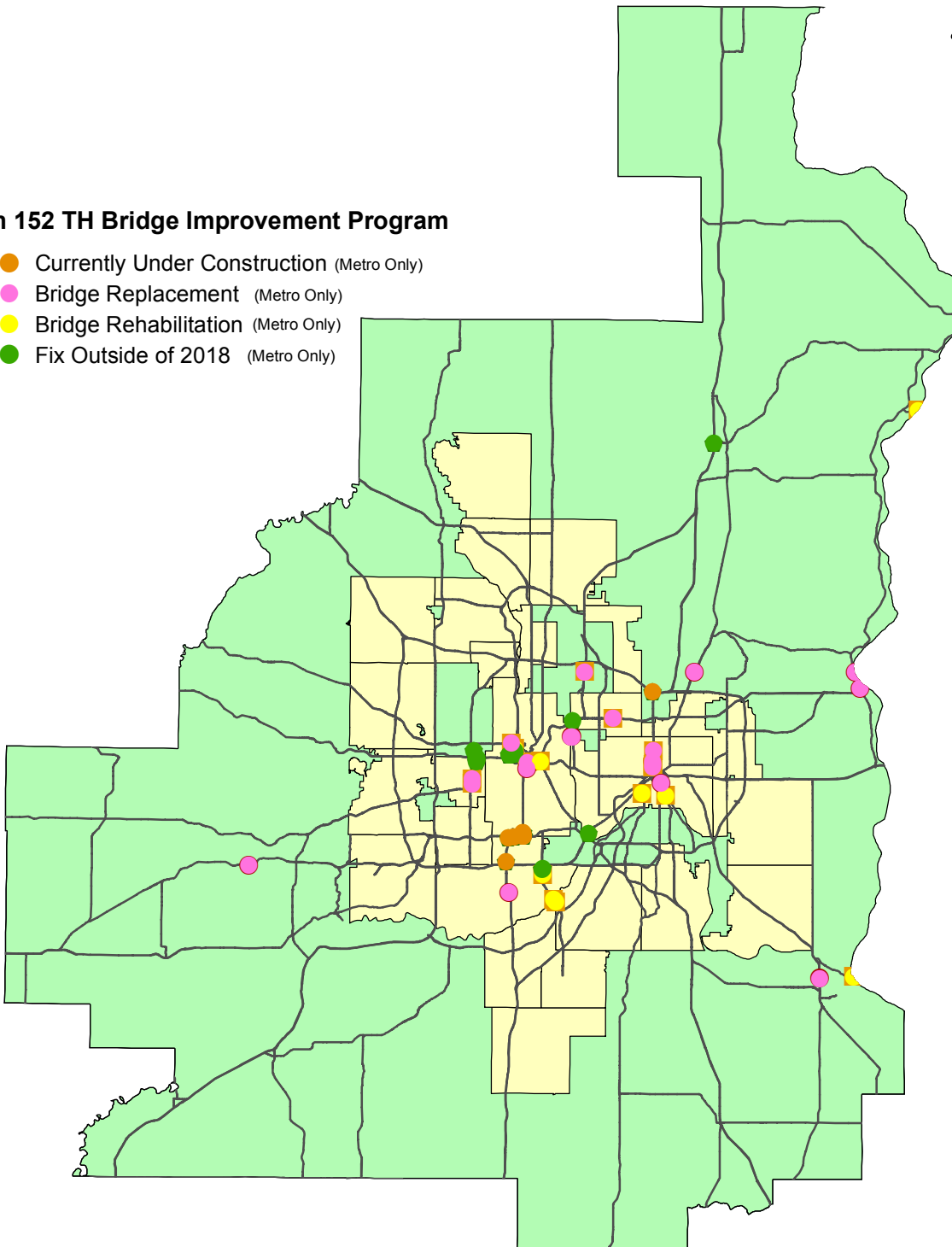


Chapter 152 TH Bridge Improvement Program Metro



Ch 152 TH Bridge Improvement Program

- Currently Under Construction (Metro Only)
- Bridge Replacement (Metro Only)
- Bridge Rehabilitation (Metro Only)
- Fix Outside of 2018 (Metro Only)



Metro