



# **Trunk Highway Bridge Improvement Program Chapter 152**

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

**January 15, 2009**

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

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## **Introduction**

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 first Trunk Highway Bridge Improvement Program Report submitted to the Minnesota Legislature.

The estimated costs associated with the preparation of this report include the following:

|                    |          |
|--------------------|----------|
| Staff Time         | \$21,500 |
| Reproduction Costs | \$ 1,100 |

## **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:**

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## Executive Summary

All of the bridge projects in this report have been identified in a master bridge list that was developed on March 1, 2008 and later 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 that are classified as either structurally deficient or fractural critical.

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 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,(at any stage in the project development process, solicited for bids, in contract negotiations, under construction, or completed) before commencing bridge projects in a lower tier.

- 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 all of 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 are currently being reviewed. 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, 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
- 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 bridge was built
- Average daily traffic count
- Load (operating) rating
- Bridge 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 4-year State Transportation Improvement Program (STIP) have an estimated cost associated with them. Projects planned for outside of the STIP time frame have an estimated cost range identified.

In accordance with the legislative intent, the Minnesota Department of Transportation 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 approximately 14 will be replaced. Of the remaining fracture critical bridges approximately 16 will be repaired or renovated and 3 are privately owned or do not carry trunk highway traffic.
- Tier 2: Of the 59 structurally deficient bridges (as of 3/1/08) all will be scheduled for replacement or repair considering load posting status, maintenance history, condition and sufficiency ratings.
- Tier 3: Of the 11 structurally deficient bridges in Tier 3, replacements will be prioritized considering 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 funding allows.

It is Mn/DOT's intent to deliver the Tier 1 and Tier 2 bridges originally 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 AASHTO was also utilized to fabricate bridges using improved welding techniques for assembly.

Assumptions that were made that may affect this program include:

- Current distribution of bond funds does not match exactly the current schedule of bridges. Creates a negative balance in the program. Redistribution of bond appropriation may be needed to match the current 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% of the annual Area Transportation Partnership's Federal funding target. There are 13 of these bridges identified in the inventory. See the inventory spreadsheet for these bridges, which are identified via the notes column.
- Schedule changes of any individual major bridge may require a shift to one or more of the other major bridges.
- Current bridge conditions were used to develop this program. Significant changes in bridge conditions may impact 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 2009-2012 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 2013-18 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 4 or less for Superstructure
    - d) Condition Code 4 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, as identified by the commissioner. 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.

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.

Only certain Fracture Critical bridges have been considered by the commissioner as needing 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 the American Association of State Highway Transportation Officials 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 that provides for the Commissioner to allow specific bridges to remain in continued service if the reasons are documented.

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 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. 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.

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.

## Abbreviations and Definitions

District = Mn/DOT Construction District

Bridge Number = Unique bridge number assigned to a specific bridge

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

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

Feature Crossed = Feature being crossed by bridge

Year Built = The year the bridge was constructed

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

Deck=Deck rating

SUP=Superstructure rating

SUB=Substructure 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)

Construction Year Planned = Estimated year construction is to begin

CH 152 Work Planned = Type of work planned for bridge

RPL= Replace

OL= Overlay

PT= Paint

RE-OL=Re-Overlay

RDK=Redeck

Rehab=Rehabilitation

County = County

ADT = Average Daily Traffic

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

Deck Area = Total bridge deck area (square feet)

Main Span Type = Type of main span superstructure

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.

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.

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.

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.

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.

Notes = Notes on a specific bridge

**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 | FEATURE CROSSED                       | YEAR BUILT | STRUCTURALLY DEFICIENT | FUNCTIONALLY OBSOLETE | FRACTURE CRITICAL | SUFFICIENCY RATING | TOTAL PROJECT COST ESTIMATE (\$ MILLIONS) | CONSTRUCTION YEAR(S) PLANNED | CH 152 WORK PLANNED      | NOTES  | SEE ALSO PAGE |
|----------|---------------|----------------|--------------|---------------------------------------|------------|------------------------|-----------------------|-------------------|--------------------|---|------------------------------|--------------------------|--|---------------|
| 1        | 6496          | 2              | TH 1         | OVER FLINT CREEK                      | 1952       | Y                      | N                     | N                 | 76.6               | \$1.4                                     | 2009                         | RPL                      |  | 19            |
| 1        | 69100         | 2              | TH 2         | OVER ST LOUIS R, TH35, & RR           | 1982       | N                      | N                     | Y                 | 80.6               | \$12.7-\$17.3                             | 2014                         | OL & PT                  | Border bridge with Wisconsin.  | 19            |
| 1        | 69101         | 2              | TH 2         | WB OFF RAMP OVER TH 35 RAMP, RR, LAKE | 1983       | N                      | N                     | Y                 | 97.7               |   | 2019-2027                    | 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. | 19            |
| 1        | 69102         | 2              | TH 2         | EB ON RAMP OVER TH 35, RR, LAKE       | 1983       | N                      | N                     | Y                 | 97.7               |   | 2019-2027                    | 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. | 19            |
| 1        | 5470          | 2              | TH 23        | OVER BNSF RR                          | 1936       | Y                      | N                     | N                 | 54.2               | \$3.8-\$5.1                               | 2009                         | RPL                      |  | 19            |
| 1        | 5554          | 3              | TH 23        | OVER N FK NEMADJI RIVER               | 1940       | Y                      | N                     | N                 | 83.3               |   | 2013-2018                    | RPL                      | Tier 3 Bridge - cost not included in Chapter 152 Program.  | 19            |
| 1        | 9782          | 2              | IS 35        | TH 23 OVER I 35                       | 1959       | Y                      | N                     | N                 | 67.0               | \$3.3                                     | 2010                         | RPL                      |  | 19            |
| 1        | 69831         | 2              | IS 35        | SB OVER DM&IR RY & BNSF RR            | 1967       | N                      | N                     | Y                 | 82.2               | \$76.2                                    | 2010-2012                    | RPL/Widen & Retrofit     | Currently FC due to pier cap configuration, which will be modified to be redundant as part of rehabilitation project.  | 19            |
| 1        | 69832         | 2              | IS 35        | NB OVER DM&IR RY & BNSF RR            | 1967       | N                      | N                     | Y                 | 71.1               |   | 2010-2012                    | RPL/Widen & Retrofit     | Currently FC due to pier cap configuration, which will be modified to be redundant as part of rehabilitation project. <b>(Cost incl w/ Br 69831 project)</b>   | 19            |
| 1        | 69847         | 3              | IS 35        | SB OVER US 2 EB                       | 1964       | Y                      | N                     | N                 | 91.8               |   | 2009                         | RPL                      | Tier 3 Bridge - cost not included in Chapter 152 Program.  | 19            |
| 1        | 69848         | 3              | IS 35        | NB OVER US 2 EB                       | 1964       | Y                      | N                     | N                 | 91.8               |   | 2009                         | RPL                      | Tier 3 Bridge - cost not included in Chapter 152 Program.  | 19            |
| 1        | 69880         | 2              | IS 35        | OVER RECYCLE WAY & ONETA ST.          | 1968       | Y                      | N                     | Y                 | 86.4               |   | 2010-2012                    | RPL                      | <b>Cost incl w/ Br 69831 project.</b>  | 19            |
| 1        | 6544          | 2              | TH 39        | RR OVER ST LOUIS RIVER                | 1916       | N                      | Y                     | Y                 | 69.6               |   |                              | None - Privately Owned   | RR owned.  | 19            |
| 1        | 69004         | 2              | US 53        | TH 135 OVER US 53 NB, SB ON RAMP      | 1961       | Y                      | N                     | N                 | 62.9               | \$3.4-\$4.5                               | 2015                         | RPL                      |  | 19            |
| 1        | 69029         | 2              | US 53        | TH 33 NB OVER US 53 SB                | 1966       | Y                      | N                     | N                 | 79.9               | \$16.3                                    | 2012                         | RPL                      |  | 19            |
| 1        | 90249         | 2              | US 53        | SB OVER RAINY RIVER                   | 1912       | N                      | Y                     | Y                 | 62.8               |   |                              | None - Privately Owned   | Privately owned.   | 19            |
| 1        | 5721          | 1              | TH 65        | OVER LITTLE FORK RIVER                | 1877       | Y                      | N                     | Y                 | 20.2               |   | 2008                         | Currently being replaced | Cost not included in Chapter 152 Program.  | 19            |
| 1        | 6736          | 2              | TH 65        | OVER SWAN RIVER                       | 1950       | Y                      | N                     | N                 | 77.7               | \$1.2                                     | 2009                         | RPL                      |  | 19            |
| 1        | 6767          | 2              | TH 65        | OVER HAY CREEK                        | 1951       | Y                      | N                     | N                 | 64.9               | \$3.7                                     | 2012                         | RPL                      |  | 19            |
| 1        | 5718          | 2              | TH 123       | OVER KETTLE RIVER & ST                | 1948       | N                      | N                     | Y                 | 78.6               | \$2.5                                     | 2012                         | OL & PT                  | Since SR = 78.6 and truss has performed well, bridge will continue to function safely with continued maintenance. Planned OL & paint will raise SR above 80.   | 19            |
| 1        | 69003         | 2              | US 169       | OVER BN RR (ABAN) & TRAIL             | 1961       | Y                      | N                     | N                 | 59.1               | \$4.2                                     | 2009                         | RPL                      |  | 19            |
| 1        | 69839         | 2              | TH 194       | NB MICHIGAN ST OVER TH 194 SB         | 1969       | N                      | Y                     | Y                 | 77.6               | \$5.6                                     | 2016                         | RPR & Retrofit           | Currently FC due to pier cap configuration, which will be modified to be redundant as part of rehabilitation project.  | 19            |
| 1        | 69840         | 2              | TH 194       | NB OVER SUPERIOR ST(MSAS171)          | 1968       | N                      | Y                     | Y                 | 78.1               |   | 2016                         | RPR & Retrofit           | Currently FC due to pier cap configuration, which will be modified to be redundant as part of rehabilitation project. <b>(Cost incl w/ Br 69839 project)</b>   | 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 | FEATURE CROSSED                       | YEAR BUILT | STRUCTURALLY DEFICIENT | FUNCTIONALLY OBSOLETE | FRACTURE CRITICAL | SUFFICIENCY RATING | TOTAL PROJECT COST ESTIMATE (\$ MILLIONS) | CONSTRUCTION YEAR(S) PLANNED | CH 152 WORK PLANNED | NOTES  | SEE ALSO PAGE |
|----------|---------------|----------------|--------------|---------------------------------------|------------|------------------------|-----------------------|-------------------|--------------------|---|------------------------------|---------------------|--|---------------|
| 1        | 09001         | 2              | TH 210       | OVER ST LOUIS RIVER                   | 1961       | N                      | N                     | Y                 | 51.7               | \$6.7                                     | 2012                         | RPL                 |  | 19            |
| 1        | 9030          | 2              | IS 535       | OVER ST LOUIS R; RR, STREET (Blatnik) | 1961       | N                      | Y                     | Y                 | 72.3               | \$6.1                                     | 2012                         | RE-OL & Paint       | Border bridge with Wisconsin. Good condition, rehabilitated in 1993. With planned OL & paint, and hanger cable repairs, replacement not needed for 20 years.   | 20            |
| 1        | 69824         | 2              | IS 535       | SB ON RAMP OVER I 535 NB & I 35 NB    | 1969       | N                      | Y                     | Y                 | 86.6               |   | 2019-2027                    | 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. | 20            |
| 1        | 69825         | 2              | IS 535       | NB OFF RAMP OVER BNSF RAILROAD        | 1969       | N                      | N                     | Y                 | 84.4               |   | 2019-2027                    | 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. | 20            |
| 1        | 69801A        | 3              | IS 535       | SB OFF RAMP OVER FILL                 | 1969       | Y                      | N                     | N                 | 85.0               |   | 2019-2027                    | 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. | 20            |
| 1        | 69801C        | 2              | IS 535       | SB ON RAMP OVER RAILROAD & FILL       | 1969       | N                      | N                     | Y                 | 89.4               |   | 2019-2027                    | 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. | 20            |
| 1        | 69801F        | 2              | IS 535       | SB SEG 1 OVER I 35 & RAMP TO I 35 SB  | 1969       | N                      | N                     | Y                 | 63.9               |   | 2019-2027                    | 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. | 20            |
| 1        | 69801J        | 2              | IS 535       | NB SEG 1 OVER I 35 NB & SB OFF RAMP   | 1969       | N                      | N                     | Y                 | 87.2               |   | 2019-2027                    | 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. | 20            |
| 1        | 69801K        | 2              | IS 535       | NB OFF RAMP OVER I 35 SB              | 1969       | N                      | N                     | Y                 | 88.6               |   | 2019-2027                    | 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. | 20            |
| 1        | 69801N        | 2              | IS 535       | NB SEG 3 OVER CP RAIL                 | 1969       | N                      | N                     | Y                 | 88.4               |   | 2019-2027                    | 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. | 20            |
| 2        | 04001         | 2              | TH 1         | OVER OVERFLOW CHANNEL                 | 1962       | Y                      | N                     | N                 | 71.7               | \$2.4-\$3.2                               | 2013                         | RPL                 |  | 20            |
| 2        | 4561          | 2              | TH 1         | OVER DITCH                            | 1926       | Y                      | N                     | N                 | 54.4               | \$3.1                                     | 2009                         | RPL W/ CULVERT      |  | 20            |
| 2        | 5581          | 1              | TH 1         | OVER SANDY RIVER                      | 1936       | Y                      | N                     | N                 | 46.1               | \$2.0                                     | 2009                         | RPL                 |  | 20            |
| 2        | 9100          | 2              | TH 1         | OVER RED RIVER OF THE NORTH (Oslo)    | 1959       | N                      | N                     | Y                 | 55.0               | \$10.0- \$13.5                            | 2013                         | RPL                 | Border bridge with North Dakota.   | 20            |

**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 | FEATURE CROSSED                       | YEAR BUILT | STRUCTURALLY DEFICIENT | FUNCTIONALLY OBSOLETE | FRACTURE CRITICAL | SUFFICIENCY RATING | TOTAL PROJECT COST ESTIMATE (\$ MILLIONS) | CONSTRUCTION YEAR(S) PLANNED | CH 152 WORK PLANNED | NOTES   | SEE ALSO PAGE |
|----------|---------------|----------------|--------------|---------------------------------------|------------|------------------------|-----------------------|-------------------|--------------------|---|------------------------------|---------------------|---|---------------|
| 2        | 9090          | 2              | US 2         | OVER RED RIVER & CITY ST (Kennedy)    | 1963       | N                      | N                     | Y                 | 73.2               | \$6.4-\$8.7                               | 2016                         | Redeck & PNT        | Border bridge with North Dakota. Since SR = 83.4 and truss has performed well, new deck and paint will remove deficiencies. <b>Major bridge.</b>          | 20            |
| 2        | 5557          | 2              | TH 11        | OVER RAPID RIVER                      | 1950       | Y                      | N                     | N                 | 49.1               | \$3.6                                     | 2009                         | RPL                 |   | 21            |
| 2        | 6690          | 1              | TH 11        | OVER RED RIVER OF THE NORTH           | 1954       | N                      | N                     | Y                 | 48.5               | \$13.6                                    | 2009-2010                    | RPL                 | Border bridge with North Dakota. <b>Major bridge.</b>   | 21            |
| 2        | 9412          | 1              | TH 72        | OVER RAINY RIVER                      | 1959       | N                      | Y                     | Y                 | 40.3               | \$18.9-\$25.5                             | 2018                         | RPL                 | Border Bridge with Ontario, Canada. <b>Major bridge.</b>  | 21            |
| 2        | 6730          | 1              | US 75        | OVER DITCH                            | 1949       | Y                      | N                     | N                 | 40.4               | \$0.9                                     | 2010                         | RPL W/CULVERT       |   | 21            |
| 2        | 6731          | 1              | US 75        | OVER DITCH                            | 1949       | Y                      | N                     | N                 | 40.4               |   | 2010                         | RPL W/CULVERT       | <b>Cost incl w/ Br 6730 project.</b>  | 21            |
| 2        | 6734          | 3              | US 75        | OVER MARSH RIVER                      | 1951       | Y                      | N                     | N                 | 83.3               |   | 2010                         | RPL                 | Tier 3 Bridge - cost not included in Chapter 152 Program.   | 21            |
| 2        | 35007         | 2              | TH 171       | OVER RED RIVER OF THE NORTH           | 1982       | Y                      | N                     | N                 | 68.3               | \$1.0                                     | 2008                         | RPR                 | Border bridge with North Dakota.  | 21            |
| 2        | 6522          | 2              | TH 200       | FRNT RD OVER MARSH RIVER              | 1924       | N                      | N                     | Y                 | 70.6               | \$0.3                                     | 2010                         | RPL                 |   | 21            |
| 2        | 5872          | 2              | TH 317       | OVER RED RIVER OF THE NORTH (Grafton) | 1939       | N                      | N                     | Y                 | 52.7               | \$2.1                                     | 2012                         | 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. | 21            |
| 2        | 4700          | 2              | US 2B        | (BUSINESS) OVER RED RIVER (Sortie)    | 1929       | N                      | N                     | Y                 | 50.6               | \$22.8-\$30.8                             | 2018                         | RPL                 | Border bridge with North Dakota.  | 21            |
| 3        | 3622          | 1              | US 12        | OVER S FK CROW RIVER                  | 1922       | Y                      | N                     | N                 | 43.4               |   | 2008                         | RPL                 | Cost not included in Chapter 152 Program.   | 21            |
| 3        | 6748          | 1              | TH 23        | OVER MISS R & RIVERSIDE DR            | 1957       | Y                      | N                     | Y                 | 66.4               | \$21.1                                    | 2008-2009                    | RPL                 | <b>Major bridge.</b>  | 21            |
| 3        | 9086          | 2              | TH 23        | OVER 10TH AVE                         | 1958       | Y                      | N                     | N                 | 55.0               | \$17.3                                    | 2009                         | RPL                 |   | 21            |
| 3        | 5790          | 1              | US 71        | OVER N FK CROW RIVER                  | 1937       | Y                      | N                     | N                 | 29.7               | \$1.4                                     | 2009                         | RPL                 |   | 21            |
| 3        | 86813         | 3              | IS 94        | WB OVER CSAH 75 & RR                  | 1971       | Y                      | N                     | N                 | 81.3               |   | 2009                         | RPL                 | Tier 3 Bridge - cost not included in Chapter 152 Program.   | 21            |
| 3        | 86814         | 3              | IS 94        | EB OVER CSAH 75 & RR                  | 1972       | Y                      | N                     | N                 | 81.7               |   | 2009                         | RPL                 | Tier 3 Bridge - cost not included in Chapter 152 Program.   | 21            |
| 3        | 91049         | 2              | US 169       | OVER RIPPLE RIVER                     | 1964       | Y                      | N                     | N                 | 58.1               | \$1.2                                     | 2009                         | RPL                 |   | 21            |
| 3        | 91050         | 2              | US 169       | OVER RIPPLE RIVER                     | 1964       | Y                      | N                     | N                 | 58.1               |   | 2009                         | RPL                 | <b>Cost incl w/ Br 91049 project.</b>   | 21            |
| 4        | 6456          | 2              | US 12        | OVER MINNESOTA RIVER                  | 1953       | Y                      | N                     | N                 | 76.3               | \$3.4                                     | 2012                         | RPL                 |   | 21            |
| 4        | 3067          | 1              | TH 29        | OVER OUTLET CREEK                     | 1920       | Y                      | N                     | N                 | 49.3               | \$1.2                                     | 2012                         | RPL                 |   | 21            |
| 4        | 6552          | 2              | TH 29        | OVER DITCH                            | 1948       | Y                      | N                     | N                 | 54.1               | \$0.5-\$2.0                               | 2015                         | RPL                 |   | 21            |
| 4        | 5186          | 2              | US 75        | OVER WHISKEY CREEK                    | 1932       | Y                      | N                     | N                 | 53.3               | \$1.9-\$2.6                               | 2016                         | RPL                 |   | 21            |
| 4        | 21805         | 3              | IS 94        | WB OVER LATOKA LAKE                   | 1967       | Y                      | N                     | N                 | 88.2               |   | 2017                         | RPL                 | Tier 3 Bridge - cost not included in Chapter 152 Program.   | 21            |
| 4        | 21813         | 2              | IS 94        | MN 29 SB OVER I 94                    | 1965       | Y                      | N                     | N                 | 79.0               | \$19.3-\$33.7                             | 2016                         | RPL                 |   | 21            |
| 4        | 21814         | 2              | IS 94        | MN 29 NB OVER I 94                    | 1965       | Y                      | N                     | N                 | 66.7               |   | 2016                         | RPL                 | <b>Cost incl w/ Br 21813 project.</b>   | 21            |
| 6        | 5337          | 1              | TH 3         | OVER UP RR                            | 1940       | Y                      | N                     | N                 | 30.7               |   | 2008                         | RPL                 | Cost not included in Chapter 152 Program.   | 21            |
| 6        | 6842          | 1              | TH 3         | OVER CANNON RIVER                     | 1955       | Y                      | N                     | N                 | 25.9               |   | 2008                         | RPL                 | Cost not included in Chapter 152 Program.   | 21            |
| 6        | 5234          | 2              | US 14        | OVER STREAM                           | 1932       | Y                      | N                     | N                 | 55.0               | \$1.5-\$2.0                               | 2015                         | RPL                 |   | 21            |
| 6        | 6036          | 1              | US 14        | OVER STREAM                           | 1930       | Y                      | N                     | N                 | 47.1               | \$1.1-\$1.5                               | 2014                         | RPL                 |   | 21            |
| 6        | 74820         | 2              | IS 35        | US 14 EB OVER I 35                    | 1965       | Y                      | N                     | N                 | 74.4               | \$2.2                                     | 2009                         | RPL                 | Bridge replacement is small portion of overall project costs.   | 21            |
| 6        | 5968          | 1              | TH 42        | OVER N FK WHITEWATER RIVER            | 1941       | Y                      | N                     | N                 | 45.0               | \$2.0                                     | 2012                         | RPL                 |   | 21            |
| 6        | 5900          | 1              | TH 43        | OVER MISS RVR, RR, STREETS            | 1941       | N                      | N                     | Y                 | 49.8               | \$276.6-\$374.3                           | 2015                         | RPL                 | <b>Major bridge.</b>  | 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 | FEATURE CROSSED                 | YEAR BUILT | STRUCTURALLY DEFICIENT | FUNCTIONALLY OBSOLETE | FRACTURE CRITICAL | SUFFICIENCY RATING | TOTAL PROJECT COST ESTIMATE (\$ MILLIONS) | CONSTRUCTION YEAR(S) PLANNED | CH 152 WORK PLANNED            | NOTES   | SEE ALSO PAGE |
|----------|---------------|----------------|--------------|---------------------------------|------------|------------------------|-----------------------|-------------------|--------------------|---|------------------------------|--------------------------------|---|---------------|
| 6        | 23004         | 2              | TH 43        | OVER S FK ROOT RIVER            | 1931       | N                      | N                     | Y                 | 65.5               | \$2.6                                     | 2012                         | RPL                            |   | 21            |
| 6        | 4148          | 2              | TH 44        | OVER STREAM                     | 1923       | Y                      | N                     | N                 | 66.9               | \$3.7                                     | 2011                         | RPL W/CULVERT                  |   | 21            |
| 6        | 4150          | 2              | TH 44        | OVER STREAM                     | 1923       | Y                      | N                     | N                 | 67.2               |   | 2011                         | RPL W/CULVERT                  | Cost incl w/ Br 4148 project.   | 21            |
| 6        | 4151          | 2              | TH 44        | OVER STREAM                     | 1923       | Y                      | N                     | N                 | 67.2               |   | 2011                         | RPL W/CULVERT                  | Cost incl w/ Br 4148 project.   | 21            |
| 6        | 5713          | 1              | TH 56        | OVER MID FK ZUMBRO RIVER        | 1937       | Y                      | N                     | N                 | 45.8               | \$0.9                                     | 2011                         | RPL                            |   | 21            |
| 6        | 5905          | 2              | TH 56        | FARM ENT OVER N BR UPPER IOWA R | 1940       | Y                      | N                     | N                 | 66.3               | \$0.7-\$1.1                               | 2015                         | RPL                            |   | 22            |
| 6        | 5188          | 1              | TH 58        | OVER N FK ZUMBRO RIVER          | 1932       | Y                      | N                     | N                 | 18.4               | \$3.8                                     | 2011                         | RPL                            |   | 22            |
| 6        | 5370          | 1              | TH 60        | OVER STRAIGHT R,RR,STREET       | 1937       | Y                      | N                     | N                 | 49.4               | \$11.5                                    | 2009                         | REHAB                          | Historic bridge. With major rehabilitation underway, deficiencies will be addressed.  | 22            |
| 6        | 5397          | 2              | TH 60        | OVER TROUT BROOK                | 1935       | N                      | N                     | Y                 | 73.0               | \$1.8-\$2.4                               | 2018                         | RPL                            |   | 22            |
| 6        | 6770          | 1              | TH 60        | OVER CANNON RIVER               | 1952       | Y                      | N                     | N                 | 18.7               | \$2.1                                     | 2009                         | RPL                            |   | 22            |
| 6        | 6771          | 1              | TH 60        | OVER CANNON RIVER               | 1952       | Y                      | N                     | N                 | 37.8               |   | 2009                         | RPL                            | Cost incl w/ Br 6770 project.   | 22            |
| 6        | 9798          | 2              | TH 60        | OVER STREAM                     | 1961       | Y                      | N                     | N                 | 70.1               | \$1.7                                     | 2012                         | RPL                            |   | 22            |
| 6        | 79000         | 2              | TH 60        | OVER MISS R, RR, & STS          | 1987       | N                      | N                     | Y                 | 73.5               |   |                              | 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. | 22            |
| 6        | 6773          | 1              | US 61        | OVER GILBERT CREEK              | 1954       | Y                      | N                     | N                 | 37.6               | \$3.4                                     | 2011                         | RPL                            |   | 22            |
| 6        | 9450          | 1              | US 61        | OVER NYMPHARA LANE              | 1962       | Y                      | N                     | N                 | 36.0               | \$4.6-\$6.2                               | 2013                         | RPL                            |   | 22            |
| 6        | 9040          | 1              | US 63        | OVER MISS RIVER & CP RAIL       | 1958       | N                      | N                     | Y                 | 44.8               | \$139.7-\$189.1                           | 2018                         | RPL                            | Border bridge with Wisconsin. Major bridge.   | 22            |
| 6        | 6808          | 2              | IS 90        | EB OVER TWP RD & TURTLE CRK     | 1959       | Y                      | N                     | N                 | 65.5               | \$4.2                                     | 2010                         | RPL                            |   | 22            |
| 6        | 8929          | 1              | IS 90        | OVER DOBBINS CREEK              | 1957       | Y                      | N                     | N                 | 41.3               | \$4.8                                     | 2009                         | RPL                            |   | 22            |
| 6        | 9320          | 2              | IS 90        | OVER MISSISSIPPI RIVER          | 1967       | N                      | N                     | Y                 | 77.0               | \$198.1                                   | 2012                         | RPL                            | Border bridge with Wisconsin. Major bridge.   | 22            |
| 6        | 85807         | 2              | IS 90        | WB OVER TWP 323                 | 1963       | Y                      | N                     | N                 | 63.7               | \$7.5                                     | 2009                         | RPL                            |   | 22            |
| 6        | 85808         | 2              | IS 90        | EB OVER TWP 323                 | 1963       | Y                      | N                     | N                 | 63.7               |   | 2009                         | RPL                            | Cost incl w/ Br 85807 project.  | 22            |
| 6        | 85809         | 2              | IS 90        | WB OVER TWP 312                 | 1963       | Y                      | N                     | N                 | 61.6               |   | 2009                         | RPL                            | Cost incl w/ Br 85807 project.  | 22            |
| 6        | 85810         | 2              | IS 90        | EB OVER TWP 312                 | 1963       | Y                      | N                     | N                 | 61.6               |   | 2009                         | RPL                            | Cost incl w/ Br 85807 project.  | 22            |
| 6        | 4867          | CP             | TH 105       | OVER WOODBURY CREEK             | 1931       | N                      | N                     | N                 | 53.6               | \$1.8                                     | 2010                         | RPL                            | Bridge included in Chapter 152 as a "Commissioner Priority" (CP) project, due to bridge being load posted.  | 22            |
| 6        | 6975          | 2              | TH 250       | OVER S BR ROOT RIVER            | 1931       | N                      | Y                     | Y                 | 57.5               | \$13.9-\$18.9                             | 2017                         | RPL                            |   | 22            |
| 6        | 6977          | 2              | TH 250       | OVER N BR ROOT RIVER            | 1924       | N                      | Y                     | Y                 | 50.6               |   | 2017                         | RPL                            | Cost incl w/ Br 6975 project.   | 22            |
| 7        | 6749          | 2              | TH 4         | OVER LITTLE COTTONWOOD RIVER    | 1951       | Y                      | N                     | N                 | 66.4               | \$3.1                                     | 2011                         | RPL                            |   | 22            |
| 7        | 6762          | 3              | TH 4         | OVER WATONWAN RIVER             | 1951       | Y                      | N                     | N                 | 82.6               | \$0.2                                     | 2012                         | RPL                            |   | 22            |
| 7        | 9200          | 1              | US 14        | OVER MINNESOTA RIVER            | 1963       | Y                      | N                     | N                 | 38.0               | \$44.2-\$51.4                             | 2018-2019                    | RPL                            | Major bridge.   | 23            |
| 7        | 4014          | 2              | TH 22        | OVER ROBARTS CREEK              | 1923       | Y                      | N                     | N                 | 68.2               | \$1.1                                     | 2013                         | RE-OL                          |   | 23            |
| 7        | 5834          | 2              | TH 30        | OVER BR OF WATONWAN R           | 1939       | Y                      | N                     | N                 | 79.1               | \$1.3                                     | 2012                         | RPL                            |   | 23            |
| 7        | 5513          | 1              | TH 68        | OVER UP RR                      | 1936       | Y                      | N                     | N                 | 45.7               | \$1.4                                     | 2013                         | REHAB                          |   | 23            |
| 7        | 6889          | 2              | US 71        | OVER DES MOINES RIVER           | 1956       | Y                      | N                     | N                 | 58.2               | \$3.3                                     | 2010                         | RPL                            |   | 23            |
| 7        | 6245          | 2              | US 75        | OVER POPLAR CREEK               | 1932       | Y                      | N                     | N                 | 52.8               | \$0.7-\$0.9                               | 2013                         | RPL                            |   | 23            |
| 7        | 4930          | 2              | TH 99        | OVER MINNESOTA RIVER            | 1931       | N                      | N                     | Y                 | 56.0               | \$43.2-\$58.5                             | 2013-2014                    | REHAB or RPL                   | Historic bridge. Currently studying rehabilitation vs.replacement. Major bridge.  | 23            |
| 7        | 6535          | 2              | TH 258       | OVER COTTONWOOD RIVER           | 1949       | Y                      | N                     | Y                 | 45.2               | \$3.5                                     | 2012                         | RPL                            |   | 23            |
| 7        | 6821          | 2              | TH 270       | OVER MUD CREEK                  | 1953       | Y                      | N                     | N                 | 78.6               | \$1.5                                     | 2011                         | RPL                            |   | 23            |
| 8        | 9114          | 2              | TH 7         | OVER CHIPPEWA RIVER             | 1932       | N                      | N                     | Y                 | 63.7               | \$4.4-\$5.8                               | 2014                         | RPL                            |   | 23            |

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|----------|---------------|----------------|--------------|--|------------|------------------------|-----------------------|-------------------|--------------------|---|------------------------------|--------------------------------|---|---------------|
| 8        | 4667          | 2              | TH 19        | ACCESS RD OVER SULPHER L                 | 1927       | Y                      | N                     | Y                 | 44.0               |   |                              | 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              | TH 24        | OVER N FK CROW RIVER                     | 1935       | Y                      | N                     | Y                 | 47.0               | \$2.9                                     | 2009                         | RPL                            |   | 23            |
| 8        | 5380          | 2              | TH 40        | OVER LAC QUI PARLE L                     | 1938       | Y                      | N                     | Y                 | 38.9               | \$9.3-\$12.5                              | 2014                         | RPL                            |   | 23            |
| 8        | 6962          | 2              | TH 68        | OVER DITCH                               | 1900       | Y                      | N                     | N                 | 48.5               | \$0.6                                     | 2009                         | RPL                            |   | 23            |
| 8        | 87005         | 2              | TH 274       | OVER YELLOW MEDICINE RIVER               | 1968       | Y                      | N                     | N                 | 66.9               |   |                              | Only Normal Maintenance Needed | No work needed. Condition ratings were re-evaluated - bridge no longer structurally deficient.  | 23            |
| 8        | 6816          | 2              | TH 277       | OVER CO DITCH # 22                       | 1952       | Y                      | N                     | N                 | 67.9               | \$1.2-\$1.5                               | 2017                         | RPL                            |   | 23            |
| M        | 6654          | 1              | TH 5         | OVER RECREATION TRAIL                    | 1952       | Y                      | N                     | N                 | 49.1               | \$2.7-\$3.7                               | 2013                         | RPL                            |   | 23            |
| M        | 9300          | 2              | TH 5         | WEST 7TH ST OVER MISSISSIPPI RIVER       | 1961       | N                      | N                     | Y                 | 67.0               |   | 2019-2027                    | RPL                            | FC bridge built in 1961, remodeled in 1986. NBIS condition ratings are fair to good. Normal maintenance planned for next 10 years. Replacement will be needed beyond 2018.          | 23            |
| M        | 5462          | 2              | MNTH 7       | (CSAH 25) OVER TH 100                    | 1939       | Y                      | N                     | N                 | 71.2               | \$156.2                                   | 2015-2017                    | RPL                            |   | 23            |
| M        | 82010         | 2              | US 10        | (PRESCOTT) OVER ST CROIX RIVER           | 1990       | N                      | N                     | Y                 | 61.9               | \$1.0-\$1.3                               | 2018                         | OL                             | Built in 1986 (see endnote 1) and built with a redundant system for FC tie girder.  | 23            |
| M        | 82815         | 2              | IS 35        | WB OVER I 35                             | 1967       | N                      | N                     | Y                 | 75.9               |   | 2028-2034                    | 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.                             | 23            |
| M        | 4654          | 1              | TH 36        | OVER ST CROIX RIVER                      | 1930       | Y                      | N                     | Y                 | 32.8               | \$361.7-\$490.4                           | 2013-2016                    | RPL                            | Border bridge with Wisconsin. <b>Major bridge.</b>  | 23            |
| M        | 5723          | 2              | TH 36        | OVER LEXINGTON AVE(CSAH 51)              | 1938       | Y                      | N                     | N                 | 61.0               | \$24.9-\$33.6                             | 2014-2015                    | RPL                            |   | 23            |
| M        | 9115          | 1              | TH 36        | EB OVER TH 95                            | 1959       | Y                      | N                     | N                 | 28.3               |   | 2013-2016                    | RPL                            | <b>Cost incl w/ Br 4654 (St. Croix) project.</b>  | 23            |
| M        | 9800          | 1              | US 52        | LAFAYETTE OVER MISS R, RR & STS          | 1968       | Y                      | N                     | Y                 | 49.5               | \$260.6                                   | 2011-2013                    | RPL                            | <b>Major bridge.</b>  | 23            |
| M        | 62026         | 2              | US 52        | LAFAYETTE OVER UP RR & EATON ST          | 1965       | Y                      | N                     | N                 | 59.1               | \$8.6                                     | 2011                         | RDK                            |   | 23            |
| M        | 94277         | 2              | TH 55        | OVER BASSETT CREEK                       | 1939       | Y                      | N                     | N                 | 36.9               | \$1.8-\$2.5                               | 2018                         | RPL                            |   | 23            |
| M        | 5895          | 1              | US 61        | OVER MISS RIVER, RR, STREET              | 1950       | Y                      | N                     | Y                 | 38.1               | \$301.0                                   | 2010                         | RPL                            | <b>Major bridge.</b>  | 23            |
| M        | 6688          | 1              | US 61        | OVER BNSF RR                             | 1952       | Y                      | N                     | N                 | 42.3               | \$7.1                                     | 2010                         | RPL                            |   | 23            |
| M        | 27046         | 2              | TH 77        | SB COLL RD OVER KILLEBREW DRIVE          | 1988       | N                      | N                     | Y                 | 95.6               | \$0.8-\$1.0                               | 2018                         | RE-OL                          | FC bridge built in 1988. All NBIS condition ratings are satisfactory to good. Only an overlay will be needed by 2018. <b>See endnote 1.</b>   | 23            |
| M        | 27048         | 2              | TH 77        | SB OFF RAMP OVER 81ST STREET             | 1988       | N                      | N                     | Y                 | 94.7               |   | 2028-2034                    | 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. <b>See endnote 1.</b> | 23            |
| M        | 27052C        | 2              | TH 77        | NB COLL RD OVER 79TH ST & EB 494/5 RAMPS | 1989       | N                      | N                     | Y                 | 96.2               |   | 2028-2034                    | 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. <b>See endnote 1.</b> | 23            |
| M        | 9600N         | 2              | TH 77        | NB OVER MINNESOTA R & BLACK DOG          | 1978       | N                      | N                     | Y                 | 91.5               | \$11.6-\$15.8                             | 2015                         | RE-OL                          | FC bridge built in 1978. All NBIS condition ratings are satisfactory to good. Overlay will be needed by 2015. <b>See endnote 1.</b>   | 23            |
| M        | 9600S         | 2              | TH 77        | SB OVER MINNESOTA R & BLACK DOG          | 1978       | N                      | N                     | Y                 | 91.5               |   | 2015                         | RE-OL                          | FC bridge built in 1978. All NBIS condition ratings are satisfactory to good. Overlay will be needed by 2015. <b>See endnote 1. (Cost incl w Br 9600N)</b>                          | 23            |



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|----------|---------------|----------------|--------------|--|------------|------------------------|-----------------------|-------------------|--------------------|---|------------------------------|---------------------|---|---------------|
| M        | 27728         | 2              | IS 94        | NB ON RAMP OVER GLENWOOD AVE & RR        | 1978       | N                      | N                     | Y                 | 98.5               |   | 2028-2034                    | RE-OL               | FC bridge built in 1978. All NBIS condition ratings are fair. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. <b>See endnote 1.</b>         | 23            |
| M        | 27842         | 2              | IS 94        | WB ON RAMP OVER I 94 & TH 65             | 1966       | Y                      | N                     | N                 | 64.8               | \$50.7-\$68.7                             | 2018                         | RPL                 |   | 23            |
| M        | 27861         | 2              | IS 94        | WB OFF RAMP OVER CP RAIL & CITY ST       | 1968       | Y                      | N                     | N                 | 65.0               | \$1.0                                     | 2010                         | RDK                 |   | 23            |
| M        | 27726B        | 2              | IS 94        | SB OFF RAMP OVER LYNDAL AVE N & RR       | 1979       | N                      | Y                     | Y                 | 93.3               | \$0.5-\$0.6                               | 2018                         | RE-OL               | FC bridge built in 1979. All NBIS condition ratings are satisfactory to good. Overlay will be needed by 2018. <b>See endnote 1.</b>   | 24            |
| M        | 27727B        | 2              | IS 94        | SB ON RAMP OVER GLENWOOD AVE & RR'S      | 1978       | N                      | Y                     | Y                 | 94.4               | \$1.0-\$1.4                               | 2018                         | RE-OL               | FC bridge built in 1978. All NBIS condition ratings are satisfactory. Overlay will be needed by 2018. <b>See endnote 1.</b>   | 24            |
| M        | 27799R        | 2              | IS 94        | EB ON RAMP OVER LYNDAL AVE SB            | 1969       | N                      | N                     | Y                 | 85.8               |   | 2028-2034                    | RDK                 | FC bridge built in 1989, remodeled in 1987. NBIS condition ratings are fair to good. Normal maintenance planned for the next 10 years. Paint and re-deck will be needed beyond 2018.        | 24            |
| M        | 5598          | 2              | TH 100       | MINNETONKA BLVD OVER TH 100              | 1939       | Y                      | N                     | N                 | 63.0               |   | 2015-2017                    | RPL                 | <b>Cost incl w/ Br 5462 project.</b>  | 24            |
| M        | 27789         | 2              | TH 100       | SB CD OVER SB CD RP & FRNT RD            | 1989       | N                      | N                     | Y                 | 90.0               |   | 2019-2027                    | 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. <b>See endnote 1.</b> | 24            |
| M        | 27791         | 2              | TH 100       | SB ON RAMP OVER GLENWOOD AVE TO SB 100   | 1989       | N                      | N                     | Y                 | 97.0               |   | 2028-2034                    | 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. <b>See endnote 1.</b>         | 24            |
| M        | 62090         | 2              | TH 149       | SMITH AVE OVER MISSISSIPPI R & RAILROAD  | 1986       | N                      | N                     | Y                 | 85.1               | \$15.7-\$21.3                             | 2018                         | RDK                 | Built in 1986 ( <b>see endnote 1</b> ) and built with a redundant system for FC tie girder.   | 24            |
| M        | 6347          | 2              | TH 243       | (OSCEOLA) OVER ST CROIX RIVER            | 1953       | N                      | N                     | Y                 | 65.6               | \$0.97                                    | 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              | TH 280       | HENNEPIN AVENUE OVER MT RAIL             | 1954       | Y                      | N                     | N                 | 36.8               | \$11.7                                    | 2009                         | RPL                 |   | 24            |
| M        | 6738          | 1              | TH 280       | LARPENTEUR(CSAH30) OVER TH 280           | 1954       | Y                      | N                     | N                 | 49.0               |   | 2009                         | RPL                 | <b>Cost incl w/ Br 6630 project.</b>  | 24            |
| M        | 27753         | 2              | IS 394       | I 394R RAMP OVER NB TH 100 TO 394 HOV EB | 1989       | N                      | N                     | Y                 | 97.0               |   | 2028-2034                    | 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. <b>See endnote 1.</b>         | 24            |
| M        | 27788         | 2              | IS 394       | EB ON RAMP OVER TH 100 NB ON RAMP        | 1989       | N                      | N                     | Y                 | 94.0               |   | 2028-2034                    | 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. <b>See endnote 1.</b>         | 24            |
| M        | 27753A        | 2              | IS 394       | I 394R RAMP OVER 394 HOV WB TO NB TH 100 | 1989       | N                      | N                     | Y                 | 97.0               |   | 2028-2034                    | 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. <b>See endnote 1.</b>         | 24            |

**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 | FEATURE CROSSED                       | YEAR BUILT | STRUCTURALLY DEFICIENT | FUNCTIONALLY OBSOLETE | FRACTURE CRITICAL | SUFFICIENCY RATING | TOTAL PROJECT COST ESTIMATE (\$ MILLIONS) | CONSTRUCTION YEAR(S) PLANNED | CH 152 WORK PLANNED | NOTES   | SEE ALSO PAGE |
|----------|---------------|----------------|--------------|---------------------------------------|------------|------------------------|-----------------------|-------------------|--------------------|---|------------------------------|---------------------|---|---------------|
| M        | 27776A        | 2              | IS 394       | I 394R OVER I 394 WB, DUNWOODY BLVD   | 1987       | N                      | N                     | Y                 | 93.8               |   | 2028-2034                    | 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. <b>See endnote 1.</b> | 24            |
| M        | 27776B        | 2              | IS 394       | I 394R EB OVER I 394 & DOWNTOWN RAMPS | 1987       | N                      | N                     | Y                 | 94.7               |   | 2028-2034                    | 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. <b>See endnote 1.</b> | 24            |
| M        | 27789A        | 2              | IS 394       | EB OFF RAMP OVER SB TH 100            | 1989       | N                      | N                     | Y                 | 99.0               |   | 2019-2027                    | 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. <b>See endnote 1.</b> | 24            |
| M        | 9197          | 2              | IS 694       | WB OVER BNSF RR                       | 1960       | Y                      | N                     | N                 | 71.0               |   | 2007                         | RPL W/ UNWEAVE      | Cost not included in Chapter 152 Program.   | 25            |
| M        | 82805         | 3              | IS 694       | SB OVER UP RR                         | 1967       | Y                      | N                     | N                 | 95.0               |   | 2010                         | RPL                 | Tier 3 Bridge - cost not included in Chapter 152 Program.   | 25            |
| M        | 82806         | 3              | IS 694       | NB OVER UP RR                         | 1967       | Y                      | N                     | N                 | 84.0               |   | 2010                         | RPL                 | Tier 3 Bridge - cost not included in Chapter 152 Program.   | 25            |
| M        | 6513          | 2              | IS 35E       | MARYLAND (CSAH 31) OVER I 35E         | 1958       | Y                      | N                     | N                 | 77.0               | \$11.0-\$14.7                             | 2014                         | RPL                 |   | 25            |
| M        | 6515          | 1              | IS 35E       | OVER CAYUGA ST & BNSF RR              | 1965       | Y                      | N                     | N                 | 40.8               | \$156.8-\$213.2                           | 2014-2016                    | RPL                 | <b>Major bridge.</b>  | 25            |
| M        | 6517          | 2              | IS 35E       | OVER BNSF RR                          | 1963       | Y                      | N                     | N                 | 53.0               |   | 2014-2016                    | RPL                 | <b>Cost incl w/ Br 6515 (Cayuga) project.</b>   | 25            |
| M        | 9265          | 2              | IS 35E       | OVER PENNSYLVANIA AVE                 | 1964       | Y                      | N                     | N                 | 64.0               |   | 2014-2016                    | RPL                 | <b>Cost incl w/ Br 6515 (Cayuga) project.</b>   | 25            |
| M        | 9053          | 1              | IS 35W       | W 94TH ST OVER I 35W                  | 1957       | Y                      | N                     | N                 | 48.7               | \$11.8-\$16.0                             | 2013                         | RPL                 |   | 25            |
| M        | 9570          | 2              | IS 35W       | CO RD E2 (CSAH 73) OVER I 35W         | 1964       | Y                      | N                     | N                 | 52.0               | \$19.3-\$26.1                             | 2018                         | RPL                 |   | 25            |
| M        | 9796          | 1              | IS 35W       | W 76TH ST OVER I 35W                  | 1959       | Y                      | N                     | N                 | 44.5               |   | 2008                         | RPL                 | Cost not included in Chapter 152 Program.   | 25            |
| M        | 27871         | 1              | IS 35W       | SB OVER TH 65 NB                      | 1967       | Y                      | N                     | N                 | 44.1               | \$45.4-61.0                               | 2018                         | RPL                 |   | 25            |
| M        | 27930         | 2              | IS 35W       | TH 121 NB OVER I 35W SB               | 1964       | Y                      | N                     | N                 | 62.4               |   | 2007                         | RPL                 | Cost not included in Chapter 152 Program.   | 25            |
| M        | 27932         | 1              | IS 35W       | TH 62 EB OVER I 35W                   | 1964       | Y                      | N                     | N                 | 37.0               |   | 2007                         | RPL W/ X-TOWN       | Cost not included in Chapter 152 Program.   | 25            |
| M        | 27937         | 2              | IS 35W       | TH 62 WB OVER I 35W NB                | 1964       | Y                      | N                     | N                 | 55.4               |   | 2007                         | RPL W/ X-TOWN       | Cost not included in Chapter 152 Program.   | 25            |
| M        | 27938         | 2              | IS 35W       | SB TO EB TH 62 OVER I 35 NB           | 1964       | Y                      | N                     | N                 | 64.2               |   | 2007                         | RPL W/ X-TOWN       | Cost not included in Chapter 152 Program.   | 25            |
| M        | 27939         | 2              | IS 35W       | SB OVER E 60TH ST                     | 1963       | Y                      | N                     | N                 | 58.1               |   | 2007                         | RPL W/ X-TOWN       | Cost not included in Chapter 152 Program.   | 25            |
| M        | 27940         | 2              | IS 35W       | NB OVER E 60TH ST                     | 1963       | Y                      | N                     | N                 | 58.1               |   | 2007                         | RPL W/ X-TOWN       | Cost not included in Chapter 152 Program.   | 25            |
| M        | 27941         | 2              | IS 35W       | SB TO TH 62 EB OVER TH 62 WB          | 1964       | Y                      | N                     | N                 | 64.2               |   | 2007                         | RPL W/ X-TOWN       | Cost not included in Chapter 152 Program.   | 25            |
| M        | 62853         | 2              | IS 35W       | RAMP TO TH 36 EB OVER TH 280 NB       | 1970       | N                      | N                     | Y                 | 97.3               |   | 2019-2027                    | RPL                 | FC bridge built in 1970. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Replacement will be needed beyond 2018.                             | 25            |
| M        | 27776C        | 2              | IS 394R      | WB OVER I 394 WB ON RAMP              | 1987       | N                      | N                     | Y                 | 95.7               |   | 2028-2034                    | 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. <b>See endnote 1.</b> | 25            |
| M        | 27776F        | 2              | IS 394R      | EB RAMP OVER I 94 EB (ST. PAUL)       | 1987       | N                      | N                     | Y                 | 95.8               |   | 2028-2034                    | 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. <b>See endnote 1.</b> | 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.

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

| DISTRICT | BRIDGE NUMBER | CHAP. 152 TIER | ROUTE NUMBER | FEATURE CROSSED                       | COUNTY      | ADT    | CONDITION (NBIS RATING) |   |   | BRIDGE LENGTH | DECK AREA | MAIN SPAN TYPE   | LOAD (OPERATING) RATING | NOTES  | SEE ALSO PAGE |
|----------|---------------|----------------|--------------|---------------------------------------|-------------|--------|-------------------------|---|---|---------------|-----------|------------------|-------------------------|--|---------------|
|          |               |                |              |                                       |             |        | D                       | E | C |               |           |                  |                         |  |               |
|          |               |                |              |                                       |             |        |                         |   |   |               |           |                  |                         |  |               |
| 1        | 6496          | 2              | TH 1         | OVER FLINT CREEK                      | ST LOUIS    | 500    | 4                       | 5 | 6 | 113           | 3,899     | STEEL BEAM SPAN  | HS 28.3                 |  | 12            |
| 1        | 69100         | 2              | TH 2         | OVER ST LOUIS R, TH35, & RR           | ST LOUIS    | 19,400 | 6                       | 7 | 7 | 8,320         | 687,257   | STEEL TIED ARCH  | HS 40.6                 | Border bridge with Wisconsin.  | 12            |
| 1        | 69101         | 2              | TH 2         | WB OFF RAMP OVER TH 35 RAMP, RR, LAKE | ST LOUIS    | 4,500  | 7                       | 7 | 8 | 1,426         | 36,796    | CSTL BEAM SPAN   | HS 45.2                 | 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. | 12            |
| 1        | 69102         | 2              | TH 2         | EB ON RAMP OVER TH 35, RR, LAKE       | ST LOUIS    | 4,500  | 7                       | 6 | 8 | 2,642         | 85,872    | CSTL BEAM SPAN   | HS 37.1                 | 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. | 12            |
| 1        | 5470          | 2              | TH 23        | OVER BNSF RR                          | CARLTON     | 730    | 4                       | 4 | 5 | 201           | 6,757     | STEEL BEAM SPAN  | HS 24.9                 |  | 12            |
| 1        | 5554          | 3              | TH 23        | OVER N FK NEMADJI RIVER               | CARLTON     | 550    | 4                       | 7 | 6 | 107           | 3,620     | STEEL BEAM SPAN  | HS 27.0                 | Tier 3 Bridge - cost not included in Chapter 152 Program.  | 12            |
| 1        | 9782          | 2              | IS 35        | TH 23 OVER I 35                       | PINE        | 4,550  | 4                       | 5 | 7 | 206           | 7,295     | CSTL BEAM SPAN   | HS 43.5                 |  | 12            |
| 1        | 69831         | 2              | IS 35        | SB OVER DM&IR RY & BNSF RR            | ST LOUIS    | 21,500 | 6                       | 6 | 7 | 1,105         | 39,431    | CSTL DECK GIRD   | HS 30.4                 | Currently FC due to pier cap configuration, which will be modified to be redundant as part of rehabilitation project.  | 12            |
| 1        | 69832         | 2              | IS 35        | NB OVER DM&IR RY & BNSF RR            | ST LOUIS    | 21,500 | 6                       | 5 | 6 | 1,171         | 41,787    | CSTL DECK GIRD   | HS 31.4                 | Currently FC due to pier cap configuration, which will be modified to be redundant as part of rehabilitation project. <b>(Cost incl w/ Br 69831 project)</b>   | 12            |
| 1        | 69847         | 3              | IS 35        | SB OVER US 2 EB                       | ST LOUIS    | 14,500 | 4                       | 6 | 6 | 134           | 5,367     | CSTL BEAM SPAN   | HS 37.0                 | Tier 3 Bridge - cost not included in Chapter 152 Program.  | 12            |
| 1        | 69848         | 3              | IS 35        | NB OVER US 2 EB                       | ST LOUIS    | 14,500 | 4                       | 7 | 6 | 132           | 5,310     | CSTL BEAM SPAN   | HS 37.8                 | Tier 3 Bridge - cost not included in Chapter 152 Program.  | 12            |
| 1        | 69880         | 2              | IS 35        | OVER RECYCLE WAY & ONETA ST.          | ST LOUIS    | 44,000 | 4                       | 5 | 7 | 1,163         | 95,840    | CSTL BEAM SPAN   | HS 44.0                 | <b>Cost incl w/ Br 69831 project.</b>  | 12            |
| 1        | 6544          | 2              | TH 39        | RR OVER ST LOUIS RIVER                | ST LOUIS    | 1,900  | 8                       | 6 | 6 | 1,889         | 47,218    | STEEL MOVEABLE   | HS 33.0                 | RR owned.  | 12            |
| 1        | 69004         | 2              | US 53        | TH 135 OVER US 53 NB, SB ON RAMP      | ST LOUIS    | 8,300  | 4                       | 6 | 6 | 140           | 6,905     | PRESTR BEAM SPAN | HS 39.0                 |  | 12            |
| 1        | 69029         | 2              | US 53        | TH 33 NB OVER US 53 SB                | ST LOUIS    | 1,450  | 4                       | 5 | 6 | 126           | 3,228     | CSTL BEAM SPAN   | HS 42.1                 |  | 12            |
| 1        | 90249         | 2              | US 53        | SB OVER RAINY RIVER                   | KOOCHICHING | 1,575  | 6                       | 5 | 5 | 941           | 31,560    | STEEL HIGH TRUSS | HS 50.0                 | Privately owned.   | 12            |
| 1        | 5721          | 1              | TH 65        | OVER LITTLE FORK RIVER                | KOOCHICHING | 6,804  | 5                       | 4 | 5 | 378           | 378       | IRON HIGH TRUSS  | HS 16.2                 | Cost not included in Chapter 152 Program.  | 12            |
| 1        | 6736          | 2              | TH 65        | OVER SWAN RIVER                       | ITASCA      | 880    | 3                       | 5 | 5 | 128           | 4,416     | STEEL BEAM SPAN  | HS 29.7                 |  | 12            |
| 1        | 6767          | 2              | TH 65        | OVER HAY CREEK                        | KOOCHICHING | 90     | 6                       | 6 | 4 | 27            | 810       | STEEL BEAM SPAN  | HS 25.1                 |  | 12            |
| 1        | 5718          | 2              | TH 123       | OVER KETTLE RIVER & ST                | PINE        | 2,050  | 6                       | 5 | 7 | 403           | 15,951    | CSTL DECK TRUSS  | HS 20.4                 | Since SR = 78.6 and truss has performed well, bridge will continue to function safely with continued maintenance. Planned OL & paint will raise SR above 80.   | 12            |
| 1        | 69003         | 2              | US 169       | OVER BN RR (ABAN) & TRAIL             | ST LOUIS    | 14,400 | 6                       | 4 | 6 | 198           | 13,312    | CSTL BEAM SPAN   | HS 31.2                 |  | 12            |
| 1        | 69839         | 2              | TH 194       | NB MICHIGAN ST OVER TH 194 SB         | ST LOUIS    | 4,200  | 5                       | 7 | 6 | 318           | 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.  | 12            |
| 1        | 69840         | 2              | TH 194       | NB OVER SUPERIOR ST(MSAS171)          | ST LOUIS    | 9,250  | 7                       | 6 | 8 | 300           | 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. <b>(Cost incl w/ Br 69839 project)</b>   | 12            |
| 1        | 09001         | 2              | TH 210       | OVER ST LOUIS RIVER                   | CARLTON     | 1,350  | 5                       | 5 | 6 | 223           | 7,850     | STEEL HIGH TRUSS | HS 23.0                 |  | 13            |

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

| DISTRICT | BRIDGE NUMBER | CHAP. 152 TIER | ROUTE NUMBER | FEATURE CROSSED                       | COUNTY     | ADT    | CONDITION (NBIS RATING) |             |             | BRIDGE LENGTH | DECK AREA | MAIN SPAN TYPE    | LOAD (OPERATING) RATING | NOTES  | SEE ALSO PAGE |
|----------|---------------|----------------|--------------|---------------------------------------|------------|--------|-------------------------|-------------|-------------|---------------|-----------|-------------------|-------------------------|--|---------------|
|          |               |                |              |                                       |            |        | D<br>E<br>C<br>K        | S<br>U<br>P | S<br>U<br>B |               |           |                   |                         |  |               |
|          |               |                |              |                                       |            |        |                         |             |             |               |           |                   |                         |  |               |
| 1        | 9030          | 2              | IS 535       | OVER ST LOUIS R; RR, STREET (Blatnik) | ST LOUIS   | 28,000 | 8                       | 6           | 7           | 7,980         | 594,187   | CSTL HIGH TRUSS   | HS 21.6                 | Border bridge with Wisconsin. Good condition, rehabilitated in 1993. With planned OL & paint, and hanger cable repairs, replacement not needed for 20 years.   | 13            |
| 1        | 69824         | 2              | IS 535       | SB ON RAMP OVER I 535 NB & I 35 NB    | ST LOUIS   | 5,625  | 6                       | 7           | 6           | 1,430         | 36,754    | CSTL DECK GIRD    | HS 25.9                 | 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. | 13            |
| 1        | 69825         | 2              | IS 535       | NB OFF RAMP OVER BNSF RAILROAD        | ST LOUIS   | 5,625  | 5                       | 7           | 7           | 877           | 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. | 13            |
| 1        | 69801A        | 3              | IS 535       | SB OFF RAMP OVER FILL                 | ST LOUIS   | 2,200  | 4                       | 7           | 8           | 229           | 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. | 13            |
| 1        | 69801C        | 2              | IS 535       | SB ON RAMP OVER RAILROAD & FILL       | ST LOUIS   | 3,300  | 7                       | 7           | 6           | 666           | 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. | 13            |
| 1        | 69801F        | 2              | IS 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. | 13            |
| 1        | 69801J        | 2              | IS 535       | NB SEG 1 OVER I 35 NB & SB OFF RAMP   | ST LOUIS   | 6,625  | 7                       | 7           | 6           | 489           | 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. | 13            |
| 1        | 69801K        | 2              | IS 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. | 13            |
| 1        | 69801N        | 2              | IS 535       | NB SEG 3 OVER CP RAIL                 | ST LOUIS   | 4,400  | 7                       | 7           | 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. | 13            |
| 2        | 04001         | 2              | TH 1         | OVER OVERFLOW CHANNEL                 | BELTRAMI   | 55     | 5                       | 4           | 6           | 217           | 7,566     | PRECAST CHAN SPAN | HS 50.0                 |  | 13            |
| 2        | 4561          | 2              | TH 1         | OVER DITCH                            | BELTRAMI   | 55     | 5                       | 4           | 4           | 25            | 692       | STEEL BEAM SPAN   | HS 19.0                 |  | 13            |
| 2        | 5581          | 1              | TH 1         | OVER SANDY RIVER                      | CLEARWATER | 3,000  | 4                       | 5           | 5           | 49            | 1,470     | CONC DECK GIRD    | HS 28.2                 |  | 13            |
| 2        | 9100          | 2              | TH 1         | OVER RED RIVER OF THE NORTH (Oslo)    | MARSHALL   | 1,400  | 7                       | 5           | 6           | 792           | 25,905    | STEEL HIGH TRUSS  | HS 27.1                 | Border bridge with North Dakota.   | 13            |
| 2        | 9090          | 2              | US 2         | OVER RED RIVER & CITY ST (Kennedy)    | POLK       | 21,500 | 6                       | 7           | 5           | 1,261         | 81,965    | STEEL HIGH TRUSS  | HS 26.8                 | Border bridge with North Dakota. Since SR = 83.4 and truss has performed well, new deck and paint will remove deficiencies. <b>Major bridge.</b>   | 14            |

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| DISTRICT | BRIDGE NUMBER | CHAP. 152 TIER | ROUTE NUMBER | FEATURE CROSSED                       | COUNTY            | ADT    | CONDITION (NBIS RATING) |   |   | BRIDGE LENGTH | DECK AREA | MAIN SPAN TYPE   | LOAD (OPERATING) RATING | NOTES   | SEE ALSO PAGE |   |   |   |   |   |   |
|----------|---------------|----------------|--------------|---------------------------------------|-------------------|--------|-------------------------|---|---|---------------|-----------|------------------|-------------------------|---|---------------|---|---|---|---|---|---|
|          |               |                |              |                                       |                   |        | D                       | E | C |               |           |                  |                         |   |               | S | U | P | S | U | B |
|          |               |                |              |                                       |                   |        |                         |   |   |               |           |                  |                         |   |               |   |   |   |   |   |   |
| 2        | 5557          | 2              | TH 11        | OVER RAPID RIVER                      | LAKE OF THE WOODS | 760    | 5                       | 4 | 6 | 216           | 8,942     | CONC ARCH        | HS 18.0                 |   | 14            |   |   |   |   |   |   |
| 2        | 6690          | 1              | TH 11        | OVER RED RIVER OF THE NORTH           | KITTSOON          | 1400   | 5                       | 5 | 7 | 1,058         | 31740     | CSTL HIGH TRUSS  | HS 20.6                 | Border bridge with North Dakota. <b>Major bridge.</b>   | 14            |   |   |   |   |   |   |
| 2        | 9412          | 1              | TH 72        | OVER RAINY RIVER                      | LAKE OF THE WOODS | 2,100  | 5                       | 5 | 5 | 1,285         | 34,053    | STEEL HIGH TRUSS | HS 22.5                 | Border Bridge with Ontario, Canada. <b>Major bridge.</b>  | 14            |   |   |   |   |   |   |
| 2        | 6730          | 1              | US 75        | OVER DITCH                            | NORMAN            | 1,050  | 4                       | 4 | 7 | 22            | 941       | CONC SLAB SPAN   | HS 23.2                 |   | 14            |   |   |   |   |   |   |
| 2        | 6731          | 1              | US 75        | OVER DITCH                            | NORMAN            | 1,050  | 4                       | 4 | 6 | 22            | 941       | CONC SLAB SPAN   | HS 23.5                 | <b>Cost incl w/ Br 6730 project.</b>  | 14            |   |   |   |   |   |   |
| 2        | 6734          | 3              | US 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.   | 14            |   |   |   |   |   |   |
| 2        | 35007         | 2              | TH 171       | OVER RED RIVER OF THE NORTH           | KITTSOON          | 800    | 6                       | 7 | 4 | 2,080         | 115,024   | CSTL BEAM SPAN   | HS 34.0                 | Border bridge with North Dakota.  | 14            |   |   |   |   |   |   |
| 2        | 6522          | 2              | TH 200       | FRNT RD OVER MARSH RIVER              | NORMAN            | 4      | 6                       | 5 | 6 | 41            | 826       | STEEL LOW TRUSS  | HS 20.7                 |   | 14            |   |   |   |   |   |   |
| 2        | 5872          | 2              | TH 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. | 14            |   |   |   |   |   |   |
| 2        | 4700          | 2              | US 2B        | (BUSINESS) OVER RED RIVER (Sortie)    | POLK              | 12,700 | 6                       | 5 | 6 | 603           | 24,887    | STEEL HIGH TRUSS | HS 23.2                 | Border bridge with North Dakota.  | 14            |   |   |   |   |   |   |
| 3        | 3622          | 1              | US 12        | OVER S FK CROW RIVER                  | WRIGHT            | 15,500 | 4                       | 4 | 4 | 178           | 6,568     | CONC DECK GIRD   | HS 28.2                 | Cost not included in Chapter 152 Program.   | 14            |   |   |   |   |   |   |
| 3        | 6748          | 1              | TH 23        | OVER MISS R & RIVERSIDE DR            | STEARNS           | 31,000 | 7                       | 4 | 5 | 890           | 62,710    | CSTL DECK TRUSS  |                         | <b>Major bridge.</b>  | 14            |   |   |   |   |   |   |
| 3        | 9086          | 2              | TH 23        | OVER 10TH AVE                         | STEARNS           | 29,000 | 4                       | 4 | 4 | 189           | 15,015    | STEEL BEAM SPAN  | HS 54.9                 |   | 14            |   |   |   |   |   |   |
| 3        | 5790          | 1              | US 71        | OVER N FK CROW RIVER                  | STEARNS           | 2,100  | 6                       | 6 | 4 | 55            | 1,832     | STEEL BEAM SPAN  | HS 18.5                 |   | 14            |   |   |   |   |   |   |
| 3        | 86813         | 3              | IS 94        | WB OVER CSAH 75 & RR                  | WRIGHT            | 25,500 | 4                       | 5 | 7 | 480           | 21,443    | CSTL BEAM SPAN   | HS 32.0                 | Tier 3 Bridge - cost not included in Chapter 152 Program.   | 14            |   |   |   |   |   |   |
| 3        | 86814         | 3              | IS 94        | EB OVER CSAH 75 & RR                  | WRIGHT            | 25,500 | 4                       | 5 | 6 | 493           | 22,019    | CSTL BEAM SPAN   | HS 33.7                 | Tier 3 Bridge - cost not included in Chapter 152 Program.   | 14            |   |   |   |   |   |   |
| 3        | 91049         | 2              | US 169       | OVER RIPPLE RIVER                     | AITKIN            | 3,950  | N                       | N | N | 27            | 0         | CONC BOX CULV    | HS 24.0                 |   | 14            |   |   |   |   |   |   |
| 3        | 91050         | 2              | US 169       | OVER RIPPLE RIVER                     | AITKIN            | 3,950  | N                       | N | N | 27            | 0         | CONC BOX CULV    | HS 24.0                 | <b>Cost incl w/ Br 91049 project.</b>   | 14            |   |   |   |   |   |   |
| 4        | 6456          | 2              | US 12        | OVER MINNESOTA RIVER                  | BIG STONE         | 4,300  | 4                       | 7 | 7 | 63            | 2,539     | CONC DECK GIRD   | HS 28.3                 |   | 14            |   |   |   |   |   |   |
| 4        | 3067          | 1              | TH 29        | OVER OUTLET CREEK                     | POPE              | 3,900  | 4                       | 5 | 6 | 28            | 1,098     | CONC DECK GIRD   | HS 20.8                 |   | 14            |   |   |   |   |   |   |
| 4        | 6552          | 2              | TH 29        | OVER DITCH                            | SWIFT             | 1,200  | 7                       | 7 | 7 | 92            | 3,220     | CONC SLAB SPAN   | HS 20.6                 |   | 14            |   |   |   |   |   |   |
| 4        | 5186          | 2              | US 75        | OVER WHISKEY CREEK                    | WILKIN            | 1,300  | 5                       | 5 | 6 | 42            | 1,429     | STEEL BEAM SPAN  | HS 17.9                 |   | 14            |   |   |   |   |   |   |
| 4        | 21805         | 3              | IS 94        | WB OVER LATOKA LAKE                   | DOUGLAS           | 7,900  | 4                       | 6 | 6 | 126           | 5,179     | CSTL BEAM SPAN   | HS 31.8                 | Tier 3 Bridge - cost not included in Chapter 152 Program.   | 14            |   |   |   |   |   |   |
| 4        | 21813         | 2              | IS 94        | MN 29 SB OVER I 94                    | DOUGLAS           | 10,400 | 4                       | 5 | 5 | 235           | 10,099    | CSTL BEAM SPAN   | HS 44.1                 |   | 14            |   |   |   |   |   |   |
| 4        | 21814         | 2              | IS 94        | MN 29 NB OVER I 94                    | DOUGLAS           | 10,400 | 4                       | 6 | 5 | 235           | 8,404     | CSTL BEAM SPAN   | HS 44.1                 | <b>Cost incl w/ Br 21813 project.</b>   | 14            |   |   |   |   |   |   |
| 6        | 5337          | 1              | TH 3         | OVER UP RR                            | RICE              | 7,300  | 5                       | 4 | 5 | 296           | 9,956     | STEEL BEAM SPAN  | HS 26.5                 | Cost not included in Chapter 152 Program.   | 14            |   |   |   |   |   |   |
| 6        | 6842          | 1              | TH 3         | OVER CANNON RIVER                     | RICE              | 7,300  | 4                       | 4 | 3 | 176           | 5,635     | CONC DECK GIRD   | HS 35.0                 | Cost not included in Chapter 152 Program.   | 14            |   |   |   |   |   |   |
| 6        | 5234          | 2              | US 14        | OVER STREAM                           | WINONA            | 4,500  | 6                       | 6 | 6 | 46            | 1,840     | CONC DECK GIRD   | HS 68.6                 |   | 14            |   |   |   |   |   |   |
| 6        | 6036          | 1              | US 14        | OVER STREAM                           | DODGE             | 7,400  | N                       | N | N | 22            | 0         | CONC BOX CULV    | HS 24.0                 |   | 14            |   |   |   |   |   |   |
| 6        | 74820         | 2              | IS 35        | US 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.   | 14            |   |   |   |   |   |   |
| 6        | 5968          | 1              | TH 42        | OVER N FK WHITEWATER RIVER            | WABASHA           | 3,000  | 6                       | 4 | 4 | 96            | 3,168     | CONC DECK GIRD   | HS 30.0                 |   | 14            |   |   |   |   |   |   |
| 6        | 5900          | 1              | TH 43        | OVER MISS RVR, RR, STREETS            | WINONA            | 11,900 | 6                       | 5 | 6 | 2,289         | 78,724    | CSTL HIGH TRUSS  | HS 21.6                 | <b>Major bridge.</b>  | 14            |   |   |   |   |   |   |
| 6        | 23004         | 2              | TH 43        | OVER S FK ROOT RIVER                  | FILLMORE          | 540    | 6                       | 5 | 6 | 78            | 2,184     | STEEL LOW TRUSS  | HS 20.0                 |   | 15            |   |   |   |   |   |   |
| 6        | 4148          | 2              | TH 44        | OVER STREAM                           | FILLMORE          | 2,300  | N                       | N | N | 23            | 0         | CONC BOX CULV    | HS 24.0                 |   | 15            |   |   |   |   |   |   |
| 6        | 4150          | 2              | TH 44        | OVER STREAM                           | FILLMORE          | 2,100  | N                       | N | N | 23            | 0         | CONC BOX CULV    | HS 24.0                 | <b>Cost incl w/ Br 4148 project.</b>  | 15            |   |   |   |   |   |   |
| 6        | 4151          | 2              | TH 44        | OVER STREAM                           | FILLMORE          | 2,100  | N                       | N | N | 23            | 0         | CONC BOX CULV    | HS 24.0                 | <b>Cost incl w/ Br 4148 project.</b>  | 15            |   |   |   |   |   |   |
| 6        | 5713          | 1              | TH 56        | OVER MID FK ZUMBRO RIVER              | DODGE             | 1,500  | 5                       | 5 | 4 | 65            | 1,820     | STEEL BEAM SPAN  | HS 31.3                 |   | 15            |   |   |   |   |   |   |

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

| DISTRICT | BRIDGE NUMBER | CHAP. 152 TIER | ROUTE NUMBER | FEATURE CROSSED                 | COUNTY     | ADT    | CONDITION (NBIS RATING) |       |       | BRIDGE LENGTH | DECK AREA | MAIN SPAN TYPE      | LOAD (OPERATING) RATING | NOTES  | SEE ALSO PAGE |
|----------|---------------|----------------|--------------|---------------------------------|------------|--------|-------------------------|-------|-------|---------------|-----------|---------------------|-------------------------|--|---------------|
|          |               |                |              |                                 |            |        | D E C K                 | S U P | S U B |               |           |                     |                         |  |               |
|          |               |                |              |                                 |            |        |                         |       |       |               |           |                     |                         |  |               |
| 6        | 5905          | 2              | TH 56        | FARM ENT OVER N BR UPPER IOWA R | MOWER      | 5      | 7                       | 6     | 4     | 38            | 825       | STEEL BEAM SPAN     | HS 25.4                 |  | 15            |
| 6        | 5188          | 1              | TH 58        | OVER N FK ZUMBRO RIVER          | GOODHUE    | 6,700  | 4                       | 4     | 5     | 113           | 4,956     | STEEL BEAM SPAN     | HS 18.5                 |  | 15            |
| 6        | 5370          | 1              | TH 60        | OVER STRAIGHT R,RR,STREET       | RICE       | 10,500 | 5                       | 4     | 4     | 951           | 42,795    | CCONC ARCH          | HS 24.9                 | Historic bridge. With major rehabilitation underway, deficiencies will be addressed.   | 15            |
| 6        | 5397          | 2              | TH 60        | OVER TROUT BROOK                | WABASHA    | 630    | 7                       | 6     | 6     | 67            | 1,908     | STEEL THRU GIRD     | HS 19.0                 |  | 15            |
| 6        | 6770          | 1              | TH 60        | OVER CANNON RIVER               | RICE       | 5,050  | 4                       | 3     | 7     | 95            | 3,307     | CONC DECK GIRD      | HS 30.6                 |  | 15            |
| 6        | 6771          | 1              | TH 60        | OVER CANNON RIVER               | RICE       | 6,300  | 5                       | 4     | 4     | 115           | 3,965     | CONC DECK GIRD      | HS 31.1                 | <b>Cost incl w/ Br 6770 project.</b>   | 15            |
| 6        | 9798          | 2              | TH 60        | OVER STREAM                     | WABASHA    | 630    | 5                       | 4     | 5     | 94            | 2,948     | STEEL BEAM SPAN     | HS 27.0                 |  | 15            |
| 6        | 79000         | 2              | TH 60        | OVER MISS R, RR, & STS          | WABASHA    | 4,750  | 7                       | 7     | 7     | 2,462         | 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. <b>See endnote 1.</b> | 15            |
| 6        | 6773          | 1              | US 61        | OVER GILBERT CREEK              | GOODHUE    | 7,500  | 5                       | 4     | 5     | 114           | 4,164     | CONC DECK GIRD      | HS 32.0                 |  | 15            |
| 6        | 9450          | 1              | US 61        | OVER NYMPHARA LANE              | GOODHUE    | 8,000  | 4                       | 4     | 5     | 100           | 6,350     | PRESTR VD SLAB SPAN | HS 64.0                 |  | 15            |
| 6        | 9040          | 1              | US 63        | OVER MISS RIVER & CP RAIL       | GOODHUE    | 11,500 | 6                       | 6     | 5     | 1,631         | 60,829    | CSTL HIGH TRUSS     | HS 34.0                 | Border bridge with Wisconsin. <b>Major bridge.</b>   | 15            |
| 6        | 6808          | 2              | IS 90        | EB OVER TWP RD & TURTLE CRK     | MOWER      | 7,700  | 5                       | 4     | 5     | 243           | 10,741    | PRESTR BEAM SPAN    | HS 33.0                 |  | 15            |
| 6        | 8929          | 1              | IS 90        | OVER DOBBINS CREEK              | MOWER      | 18,800 | N                       | N     | N     | 31            | 0         | CONC BOX CULV       | HS 24.0                 |  | 15            |
| 6        | 9320          | 2              | IS 90        | OVER MISSISSIPPI RIVER          | WINONA     | 26,000 | 5                       | 6     | 6     | 2,490         | 175,894   | CSTL DECK GIRD      | HS 33.0                 | Border bridge with Wisconsin. <b>Major bridge.</b>   | 15            |
| 6        | 85807         | 2              | IS 90        | WB OVER TWP 323                 | WINONA     | 10,600 | 4                       | 4     | 6     | 119           | 5,045     | PRESTR VD SLAB SPAN | HS 44.0                 |  | 15            |
| 6        | 85808         | 2              | IS 90        | EB OVER TWP 323                 | WINONA     | 10,600 | 4                       | 4     | 6     | 119           | 5,045     | PRESTR VD SLAB SPAN | HS 44.0                 | <b>Cost incl w/ Br 85807 project.</b>  | 15            |
| 6        | 85809         | 2              | IS 90        | WB OVER TWP 312                 | WINONA     | 10,600 | 4                       | 4     | 5     | 95            | 4,038     | PRESTR VD SLAB SPAN | HS 46.0                 | <b>Cost incl w/ Br 85807 project.</b>  | 15            |
| 6        | 85810         | 2              | IS 90        | EB OVER TWP 312                 | WINONA     | 10,600 | 4                       | 4     | 5     | 95            | 4,038     | PRESTR VD SLAB SPAN | HS 46.0                 | <b>Cost incl w/ Br 85807 project.</b>  | 15            |
| 6        | 4867          | CP             | TH 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.   | 15            |
| 6        | 6975          | 2              | TH 250       | OVER S BR ROOT RIVER            | FILLMORE   | 840    | 7                       | 7     | 6     | 104           | 2,808     | STEEL HIGH TRUSS    | HS 17.0                 |  | 15            |
| 6        | 6977          | 2              | TH 250       | OVER N BR ROOT RIVER            | FILLMORE   | 380    | 7                       | 6     | 6     | 144           | 3,456     | STEEL HIGH TRUSS    | HS 15.0                 | <b>Cost incl w/ Br 6975 project.</b>   | 15            |
| 7        | 6749          | 2              | TH 4         | OVER LITTLE COTTONWOOD RIVER    | BROWN      | 1,250  | 7                       | 4     | 5     | 98            | 3,381     | STEEL BEAM SPAN     | HS 32.0                 |  | 15            |
| 7        | 6762          | 3              | TH 4         | OVER WATONWAN RIVER             | WATONWAN   | 970    | 4                       | 5     | 5     | 56            | 1,932     | STEEL BEAM SPAN     | HS 34.0                 |  | 15            |
| 7        | 9200          | 1              | US 14        | OVER MINNESOTA RIVER            | BROWN      | 8,600  | 5                       | 6     | 4     | 566           | 20,107    | PRESTR BEAM SPAN    | HS 70.0                 | <b>Major bridge.</b>   | 15            |
| 7        | 4014          | 2              | TH 22        | OVER ROBARTS CREEK              | NICOLLET   | 1,200  | N                       | N     | N     | 23            | 0         | CONC BOX CULV       | HS 24.0                 |  | 15            |
| 7        | 5834          | 2              | TH 30        | OVER BR OF WATONWAN R           | COTTONWOOD | 740    | 4                       | 5     | 5     | 32            | 1,072     | STEEL BEAM SPAN     | HS 30.0                 |  | 15            |
| 7        | 5513          | 1              | TH 68        | OVER UP RR                      | BLUE EARTH | 3,150  | 4                       | 3     | 5     | 115           | 4,497     | CONC DECK GIRD      | HS 30.6                 |  | 15            |
| 7        | 6889          | 2              | US 71        | OVER DES MOINES RIVER           | COTTONWOOD | 2,350  | 4                       | 4     | 4     | 143           | 4,919     | STEEL BEAM SPAN     | HS 48.0                 |  | 15            |
| 7        | 6245          | 2              | US 75        | OVER POPLAR CREEK               | ROCK       | 9,500  | N                       | N     | N     | 23            | 0         | CONC BOX CULV       | HS 24.0                 |  | 15            |
| 7        | 4930          | 2              | TH 99        | OVER MINNESOTA RIVER            | LE SUEUR   | 7,000  | 5                       | 5     | 5     | 402           | 12,512    | CSTL HIGH TRUSS     | HS 23.6                 | Historic bridge. Currently studying rehabilitation vs. replacement. <b>Major bridge.</b>   | 15            |
| 7        | 6535          | 2              | TH 258       | OVER COTTONWOOD RIVER           | BROWN      | 700    | 4                       | 5     | 4     | 163           | 4,564     | STEEL HIGH TRUSS    | HS 22.7                 |  | 15            |
| 7        | 6821          | 2              | TH 270       | OVER MUD CREEK                  | ROCK       | 740    | 4                       | 5     | 5     | 38            | 1,251     | STEEL BEAM SPAN     | HS 29.1                 |  | 15            |
| 8        | 9114          | 2              | TH 7         | OVER CHIPPEWA RIVER             | CHIPPEWA   | 1,850  | 5                       | 5     | 5     | 182           | 5,951     | STEEL HIGH TRUSS    | HS 24.1                 |  | 15            |
| 8        | 4667          | 2              | TH 19        | ACCESS RD OVER SULPHER 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.  | 16            |
| 8        | 5388          | 1              | TH 24        | OVER N FK CROW RIVER            | MEEKER     | 1,650  | 4                       | 5     | 5     | 105           | 2,919     | STEEL LOW TRUSS     | HS 16.2                 |  | 16            |
| 8        | 5380          | 2              | TH 40        | OVER LAC QUI PARLE L            | CHIPPEWA   | 610    | 4                       | 4     | 5     | 221           | 6,284     | STEEL HIGH TRUSS    | HS 18.0                 |  | 16            |
| 8        | 6962          | 2              | TH 68        | OVER DITCH                      | REDWOOD    | 1,350  | 5                       | 5     | 4     | 26            | 905       | STEEL BEAM SPAN     | HS 24.1                 |  | 16            |

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

| DISTRICT | BRIDGE NUMBER | CHAP. 152 TIER | ROUTE NUMBER | FEATURE CROSSED                          | COUNTY          | ADT    | CONDITION (NBIS RATING) |   |   | BRIDGE LENGTH | DECK AREA | MAIN SPAN TYPE   | LOAD (OPERATING) RATING | NOTES   | SEE ALSO PAGE |   |   |   |
|----------|---------------|----------------|--------------|--|-----------------|--------|-------------------------|---|---|---------------|-----------|------------------|-------------------------|---|---------------|---|---|---|
|          |               |                |              |  |                 |        | D                       | E | C |               |           |                  |                         |   |               | S | U | S |
|          |               |                |              |  |                 |        |                         |   |   |               |           |                  |                         |   |               |   |   |   |
| 8        | 87005         | 2              | TH 274       | OVER YELLOW MEDICINE RIVER               | YELLOW MEDICINE | 920    | 8                       | 8 | 5 | 187           | 8,186     | PRESTR BEAM SPAN | HS 45.4                 | No work needed. Condition ratings were re-evaluated - bridge no longer structurally deficient.  | 16            |   |   |   |
| 8        | 6816          | 2              | TH 277       | OVER CO DITCH # 22                       | CHIPPEWA        | 310    | 6                       | 6 | 4 | 29            | 1,015     | STEEL BEAM SPAN  | HS 30.3                 |   | 16            |   |   |   |
| M        | 6654          | 1              | TH 5         | OVER RECREATION TRAIL                    | CARVER          | 16,000 | 4                       | 5 | 5 | 160           | 6,136     | CONC DECK GIRD   | HS 28.5                 |   | 16            |   |   |   |
| M        | 9300          | 2              | TH 5         | WEST 7TH ST OVER MISSISSIPPI RIVER       | RAMSEY          | 56,000 | 5                       | 5 | 5 | 1,199         | 87,850    | CSTL DECK GIRD   | HS 37.0                 | FC bridge built in 1961, remodeled in 1986. NBIS condition ratings are fair to good. Normal maintenance planned for next 10 years. Replacement will be needed beyond 2018.          | 16            |   |   |   |
| M        | 5462          | 2              | MNTH 7       | (CSAH 25) OVER TH 100                    | HENNEPIN        | 36,000 | 4                       | 5 | 5 | 190           | 15,080    | CONC DECK GIRD   | HS 38.5                 |   | 16            |   |   |   |
| M        | 82010         | 2              | US 10        | (PRESCOTT) OVER ST CROIX RIVER           | WASHINGTON      | 13500  | 6                       | 7 | 6 | 684           | 35131     | STEEL MOVEABLE   | HS 50.0                 | Built in 1986 (see endnote 1) and built with a redundant system for FC tie girder.  | 16            |   |   |   |
| M        | 82815         | 2              | IS 35        | WB OVER I 35                             | WASHINGTON      | 10,500 | 7                       | 7 | 7 | 356           | 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.                             | 16            |   |   |   |
| M        | 4654          | 1              | TH 36        | OVER ST CROIX RIVER                      | WASHINGTON      | 18,000 | 8                       | 6 | 5 | 1,053         | 25,272    | STEEL MOVEABLE   | HS 20.0                 | Border bridge with Wisconsin. <b>Major bridge.</b>  | 16            |   |   |   |
| M        | 5723          | 2              | TH 36        | OVER LEXINGTON AVE (CSAH 51)             | RAMSEY          | 85,000 | 4                       | 4 | 5 | 64            | 10,115    | CONC RIGID FRAME | HS 55.0                 |   | 16            |   |   |   |
| M        | 9115          | 1              | TH 36        | EB OVER TH 95                            | WASHINGTON      | 9,750  | 3                       | 3 | 5 | 401           | 14,957    | CCONC BOX GIRD   | HS 59.1                 | <b>Cost incl w/ Br 4654 (St. Croix) project.</b>  | 16            |   |   |   |
| M        | 9800          | 1              | US 52        | LAFAYETTE OVER MISS R, RR & STS          | RAMSEY          | 81,000 | 5                       | 4 | 7 | 3,366         | 254,251   | CSTL DECK GIRD   | HS 31.7                 | <b>Major bridge.</b>  | 16            |   |   |   |
| M        | 62026         | 2              | US 52        | LAFAYETTE OVER UP RR & EATON ST          | RAMSEY          | 74,000 | 6                       | 4 | 5 | 580           | 59,017    | CSTL BEAM SPAN   | HS 34.8                 |   | 16            |   |   |   |
| M        | 94277         | 2              | TH 55        | OVER BASSETT CREEK                       | HENNEPIN        | 27,500 | N                       | N | N | 20            | 0         | CONC BOX CULV    | HS 18.0                 |   | 16            |   |   |   |
| M        | 5895          | 1              | US 61        | OVER MISS RIVER, RR, STREET              | DAKOTA          | 32,500 | 5                       | 4 | 5 | 1,857         | 74,292    | CSTL HIGH TRUSS  | HS 24.6                 | <b>Major bridge.</b>  | 16            |   |   |   |
| M        | 6688          | 1              | US 61        | OVER BNSF RR                             | RAMSEY          | 24,500 | 4                       | 4 | 5 | 180           | 11,934    | CONC DECK GIRD   | HS 38.1                 |   | 16            |   |   |   |
| M        | 27046         | 2              | TH 77        | SB COLL RD OVER KILLEBREW DRIVE          | HENNEPIN        | 5,000  | 6                       | 7 | 7 | 505           | 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. <b>See endnote 1.</b>   | 16            |   |   |   |
| M        | 27048         | 2              | TH 77        | SB OFF RAMP OVER 81ST STREET             | HENNEPIN        | 3,450  | 7                       | 7 | 7 | 526           | 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. <b>See endnote 1.</b> | 16            |   |   |   |
| M        | 27052C        | 2              | TH 77        | NB COLL RD OVER 79TH ST & EB 494/5 RAMPS | HENNEPIN        | 10,000 | 7                       | 7 | 7 | 603           | 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. <b>See endnote 1.</b> | 16            |   |   |   |
| M        | 9600N         | 2              | TH 77        | NB OVER MINNESOTA R & BLACK DOG          | HENNEPIN        | 47,000 | 6                       | 6 | 7 | 5,159         | 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. <b>See endnote 1.</b>   | 16            |   |   |   |
| M        | 9600S         | 2              | TH 77        | SB OVER MINNESOTA R & BLACK DOG          | HENNEPIN        | 47,000 | 6                       | 6 | 7 | 5,185         | 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. <b>See endnote 1. (Cost incl w Br 9600N)</b>                          | 16            |   |   |   |
| M        | 27728         | 2              | IS 94        | NB ON RAMP OVER GLENWOOD AVE & RR        | HENNEPIN        | 7,100  | 6                       | 6 | 6 | 1,475         | 64,614    | CSTL BEAM SPAN   | HS 42.5                 | FC bridge built in 1978. All NBIS condition ratings are fair. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. <b>See endnote 1.</b> | 17            |   |   |   |
| M        | 27842         | 2              | IS 94        | WB ON RAMP OVER I 94 & TH 65             | HENNEPIN        | 20,000 | 4                       | 4 | 6 | 534           | 13,566    | CCONC BOX GIRD   | HS 36.0                 |   | 17            |   |   |   |
| M        | 27861         | 2              | IS 94        | WB OFF RAMP OVER CP RAIL & CITY ST       | HENNEPIN        | 11,000 | 4                       | 5 | 4 | 268           | 6,888     | CSTL BEAM SPAN   | HS 31.6                 |   | 17            |   |   |   |

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

| DISTRICT | BRIDGE NUMBER | CHAP. 152 TIER | ROUTE NUMBER | FEATURE CROSSED                          | COUNTY   | ADT    | CONDITION (NBIS RATING) |   |   | BRIDGE LENGTH | DECK AREA | MAIN SPAN TYPE   | LOAD (OPERATING) RATING | NOTES   | SEE ALSO PAGE |   |   |   |
|----------|---------------|----------------|--------------|--|----------|--------|-------------------------|---|---|---------------|-----------|------------------|-------------------------|---|---------------|---|---|---|
|          |               |                |              |  |          |        | D                       | E | C |               |           |                  |                         |   |               | S | U | S |
|          |               |                |              |  |          |        |                         |   |   |               |           |                  |                         |   |               |   |   |   |
| M        | 27726B        | 2              | IS 94        | SB OFF RAMP OVER LYNDALE AVE N & RR      | HENNEPIN | 10,900 | 6                       | 6 | 7 | 1,100         | 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. <b>See endnote 1.</b>   | 17            |   |   |   |
| M        | 27727B        | 2              | IS 94        | SB ON RAMP OVER GLENWOOD AVE & RR'S      | HENNEPIN | 8,000  | 6                       | 6 | 6 | 1,896         | 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. <b>See endnote 1.</b>   | 17            |   |   |   |
| M        | 27799R        | 2              | IS 94        | EB ON RAMP OVER LYNDALE AVENUE SB        | HENNEPIN | 25,400 | 6                       | 7 | 7 | 784           | 29,470    | CSTL BEAM SPAN   | HS 42.0                 | FC bridge built in 1989, remodeled in 1987. NBIS condition ratings are fair to good. Normal maintenance planned for the next 10 years. Paint and re-deck will be needed beyond 2018.        | 17            |   |   |   |
| M        | 5598          | 2              | TH 100       | MINNETONKA BLVD OVER TH 100              | HENNEPIN | 19,100 | 4                       | 4 | 5 | 164           | 12,794    | CONC DECK GIRD   | HS 40.1                 | <b>Cost incl w/ Br 5462 project.</b>  | 17            |   |   |   |
| M        | 27789         | 2              | TH 100       | SB CD OVER SB CD RP & FRNT RD            | HENNEPIN | 2,000  | 6                       | 6 | 7 | 967           | 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. <b>See endnote 1.</b> | 17            |   |   |   |
| M        | 27791         | 2              | TH 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. <b>See endnote 1.</b>         | 17            |   |   |   |
| M        | 62090         | 2              | TH 149       | SMITH AVE OVER MISSISSIPPI R & RAILROAD  | RAMSEY   | 18,000 | 6                       | 7 | 7 | 2,770         | 150,395   | CSTL TIED ARCH   | HS 42.0                 | Built in 1986 ( <b>see endnote 1</b> ) and built with a redundant system for FC tie girder.   | 17            |   |   |   |
| M        | 6347          | 2              | TH 243       | (OSCEOLA) OVER ST CROIX RIVER            | CHISAGO  | 7,600  | 7                       | 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.  | 17            |   |   |   |
| M        | 6630          | 1              | TH 280       | HENNEPIN AVENUE OVER MT RAIL             | RAMSEY   | 16,000 | 4                       | 4 | 5 | 97            | 6,388     | CONC SLAB SPAN   | HS 26.6                 |   | 17            |   |   |   |
| M        | 6738          | 1              | TH 280       | LARPENTEUR(CSAH30) OVER TH 280           | RAMSEY   | 13,500 | 4                       | 4 | 4 | 150           | 10,259    | CONC DECK GIRD   | HS 41.0                 | <b>Cost incl w/ Br 6630 project.</b>  | 17            |   |   |   |
| M        | 27753         | 2              | IS 394       | I 394R RAMP OVER NB TH 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. <b>See endnote 1.</b>         | 17            |   |   |   |
| M        | 27788         | 2              | IS 394       | EB ON RAMP OVER TH 100 NB ON RAMP        | HENNEPIN | 4,500  | 7                       | 7 | 7 | 289           | 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. <b>See endnote 1.</b>         | 17            |   |   |   |
| M        | 27753A        | 2              | IS 394       | I 394R RAMP OVER 394 HOV WB TO NB TH 100 | HENNEPIN | 3,800  | 7                       | 7 | 7 | 360           | 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. <b>See endnote 1.</b>         | 17            |   |   |   |
| M        | 27776A        | 2              | IS 394       | I 394R OVER I 394 WB, DUNWOODY BLVD      | HENNEPIN | 7,600  | 7                       | 7 | 7 | 2,738         | 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. <b>See endnote 1.</b>         | 18            |   |   |   |
| M        | 27776B        | 2              | IS 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. <b>See endnote 1.</b>         | 18            |   |   |   |
| M        | 27789A        | 2              | IS 394       | EB OFF RAMP OVER SB TH 100               | HENNEPIN | 6,000  | 7                       | 7 | 7 | 162           | 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. <b>See endnote 1.</b>         | 18            |   |   |   |



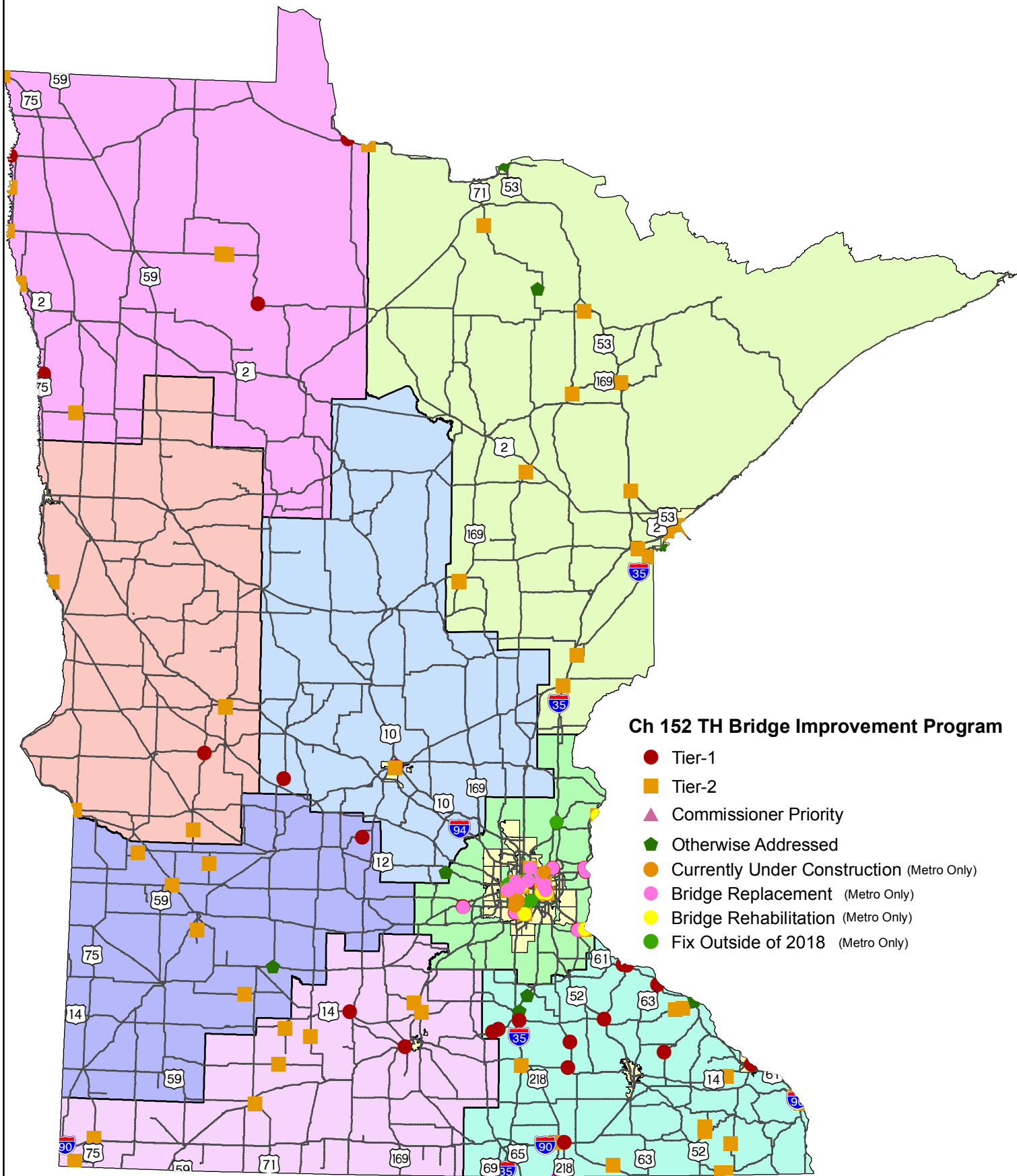
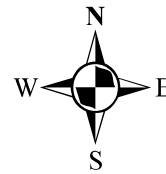
**CHAPTER 152 BRIDGE INVENTORY REPORT**  
**Fracture Critical and Structurally Deficient Trunk Highway Bridges as of March 1, 2008 (Revised on April 23, 2008)**

| DISTRICT | BRIDGE NUMBER | CHAP. 152 TIER | ROUTE NUMBER | FEATURE CROSSED                 | COUNTY     | ADT     | CONDITION (NBIS RATING) |   |   | BRIDGE LENGTH | DECK AREA | MAIN SPAN TYPE | LOAD (OPERATING) RATING | NOTES   | SEE ALSO PAGE  |    |   |   |   |   |   |   |
|----------|---------------|----------------|--------------|---------------------------------|------------|---------|-------------------------|---|---|---------------|-----------|----------------|-------------------------|---------|--|----|---|---|---|---|---|---|
|          |               |                |              |                                 |            |         | D                       | E | C |               |           |                |                         |         |  | K  | S | U | P | S | U | B |
|          |               |                |              |                                 |            |         |                         |   |   |               |           |                |                         |         |  |    |   |   |   |   |   |   |
| M        | 9197          | 2              | IS 694       | WB OVER BNSF RR                 | RAMSEY     | 51,500  | 4                       |   | 6 | 5             | 123       | 9,211          | PRESTR BEAM SPAN        | HS 57.0 | Cost not included in Chapter 152 Program.  | 18 |   |   |   |   |   |   |
| M        | 82805         | 3              | IS 694       | SB OVER UP RR                   | WASHINGTON | 35,000  | 4                       |   | 6 | 7             | 145       | 6,257          | CSTL BEAM SPAN          | HS 41.9 | Tier 3 Bridge - cost not included in Chapter 152 Program.  | 18 |   |   |   |   |   |   |
| M        | 82806         | 3              | IS 694       | NB OVER UP RR                   | WASHINGTON | 35,000  | 4                       |   | 6 | 5             | 145       | 6,257          | CSTL BEAM SPAN          | HS 41.9 | Tier 3 Bridge - cost not included in Chapter 152 Program.  | 18 |   |   |   |   |   |   |
| M        | 6513          | 2              | IS 35E       | MARYLAND (CSAH 31) OVER I 35E   | RAMSEY     | 22,500  | 4                       |   | 5 | 5             | 199       | 19,930         | STEEL BEAM SPAN         | HS 32.0 |  | 18 |   |   |   |   |   |   |
| M        | 6515          | 1              | IS 35E       | OVER CAYUGA ST & BNSF RR        | RAMSEY     | 148,000 | 5                       |   | 4 | 4             | 1,285     | 120,185        | CSTL BEAM SPAN          | HS 29.0 | Major bridge.  | 18 |   |   |   |   |   |   |
| M        | 6517          | 2              | IS 35E       | OVER BNSF RR                    | RAMSEY     | 148,000 | 4                       |   | 4 | 4             | 298       | 34,992         | CSTL BEAM SPAN          | HS 31.3 | Cost incl w/ Br 6515 (Cayuga) project.   | 18 |   |   |   |   |   |   |
| M        | 9265          | 2              | IS 35E       | OVER PENNSYLVANIA AVE           | RAMSEY     | 144,000 | 4                       |   | 4 | 4             | 165       | 19,166         | STEEL BEAM SPAN         | HS 44.0 | Cost incl w/ Br 6515 (Cayuga) project.   | 18 |   |   |   |   |   |   |
| M        | 9053          | 1              | IS 35W       | W 94TH ST OVER I 35W            | HENNEPIN   | 12,800  | 5                       |   | 4 | 6             | 199       | 12,815         | PRESTR BEAM SPAN        | HS 53.8 |  | 18 |   |   |   |   |   |   |
| M        | 9570          | 2              | IS 35W       | CO RD E2 (CSAH 73) OVER I 35W   | RAMSEY     | 5,700   | 7                       |   | 4 | 5             | 214       | 8,284          | PRESTR BEAM SPAN        | HS 55.0 |  | 18 |   |   |   |   |   |   |
| M        | 9796          | 1              | IS 35W       | W 76TH ST OVER I 35W            | HENNEPIN   | 23,800  | 4                       |   | 4 | 7             | 187       | 12,037         | CSTL BEAM SPAN          | HS 49.3 | Cost not included in Chapter 152 Program.  | 18 |   |   |   |   |   |   |
| M        | 27871         | 1              | IS 35W       | SB OVER TH 65 NB                | HENNEPIN   | 48,500  | 5                       |   | 5 | 4             | 363       | 12,973         | CCONC BOX GIRD          | HS 67.0 |  | 18 |   |   |   |   |   |   |
| M        | 27930         | 2              | IS 35W       | TH 121 NB OVER I 35W SB         | HENNEPIN   | 6,000   | 4                       |   | 5 | 6             | 307       | 10,254         | CSTL BEAM SPAN          | HS 31.5 | Cost not included in Chapter 152 Program.  | 18 |   |   |   |   |   |   |
| M        | 27932         | 1              | IS 35W       | TH 62 EB OVER I 35W             | HENNEPIN   | 50,000  | 4                       |   | 4 | 6             | 376       | 12,558         | CCONC BOX GIRD          | HS 36.0 | Cost not included in Chapter 152 Program.  | 18 |   |   |   |   |   |   |
| M        | 27937         | 2              | IS 35W       | TH 62 WB OVER I 35W NB          | HENNEPIN   | 49,000  | 4                       |   | 4 | 6             | 224       | 5,720          | CCONC BOX GIRD          | HS 38.5 | Cost not included in Chapter 152 Program.  | 18 |   |   |   |   |   |   |
| M        | 27938         | 2              | IS 35W       | SB TO EB TH 62 OVER I 35 NB     | HENNEPIN   | 22,750  | 4                       |   | 4 | 7             | 290       | 7,382          | CCONC BOX GIRD          | HS 45.2 | Cost not included in Chapter 152 Program.  | 18 |   |   |   |   |   |   |
| M        | 27939         | 2              | IS 35W       | SB OVER E 60TH ST               | HENNEPIN   | 85,000  | 4                       |   | 4 | 7             | 127       | 7,786          | CSTL BEAM SPAN          | HS 33.7 | Cost not included in Chapter 152 Program.  | 18 |   |   |   |   |   |   |
| M        | 27940         | 2              | IS 35W       | NB OVER E 60TH ST               | HENNEPIN   | 85,000  | 4                       |   | 4 | 7             | 127       | 7,786          | CSTL BEAM SPAN          | HS 33.7 | Cost not included in Chapter 152 Program.  | 18 |   |   |   |   |   |   |
| M        | 27941         | 2              | IS 35W       | SB TO TH 62 EB OVER TH 62 WB    | HENNEPIN   | 22,750  | 4                       |   | 4 | 5             | 244       | 6,212          | CCONC BOX GIRD          | HS 62.1 | Cost not included in Chapter 152 Program.  | 18 |   |   |   |   |   |   |
| M        | 62853         | 2              | IS 35W       | RAMP TO TH 36 EB OVER TH 280 NB | RAMSEY     | 10,000  | 6                       |   | 6 | 6             | 294       | 12,777         | CSTL BEAM SPAN          | HS 37.0 | FC bridge built in 1970. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Replacement will be needed beyond 2018.                      | 18 |   |   |   |   |   |   |
| M        | 27776C        | 2              | IS 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. | 18 |   |   |   |   |   |   |
| M        | 27776F        | 2              | IS 394R      | EB RAMP OVER I 94 EB (ST. PAUL) | HENNEPIN   | 1,087   | 7                       |   | 7 | 7             | 1,200     | 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. | 18 |   |   |   |   |   |   |

**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.

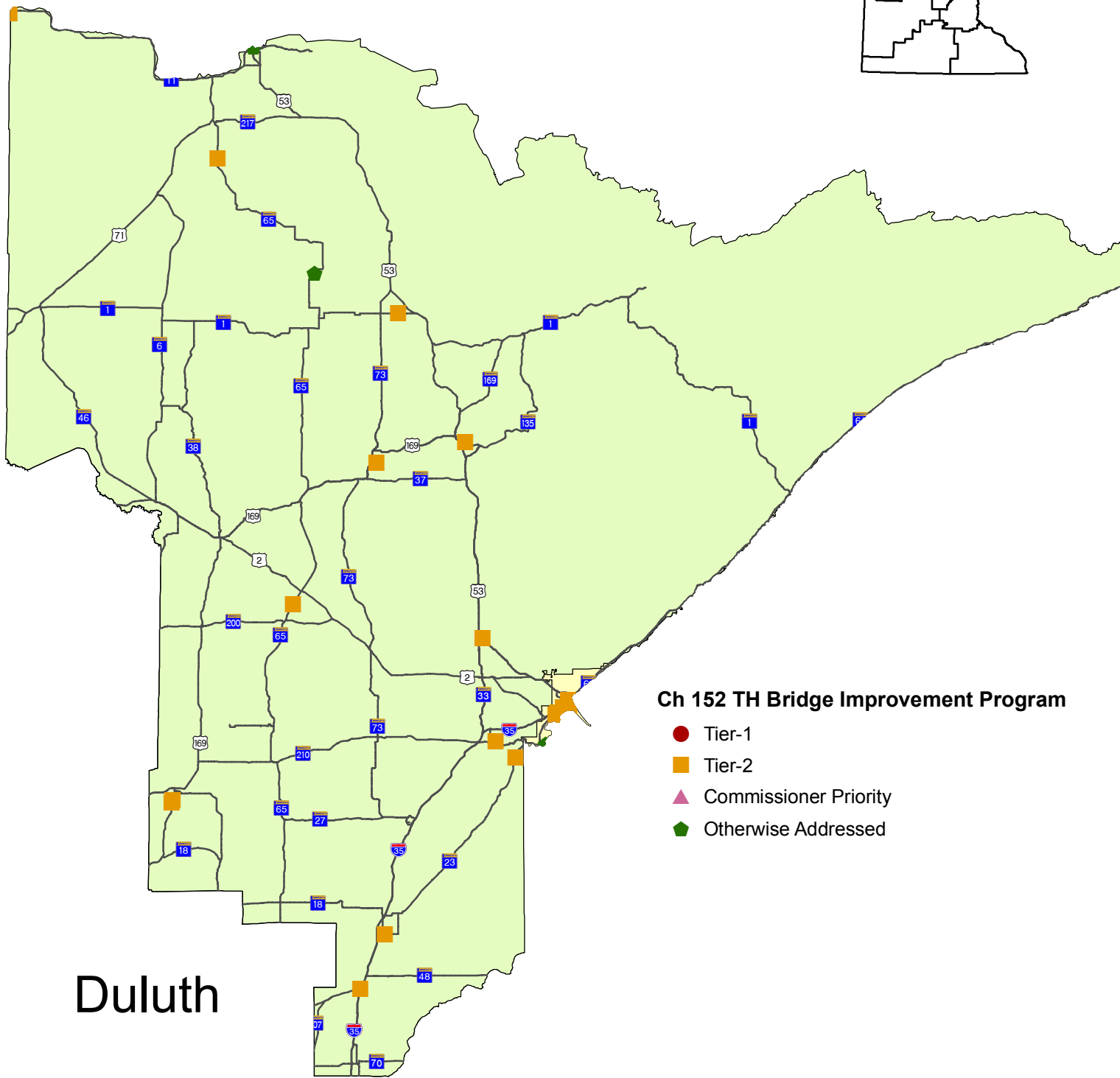
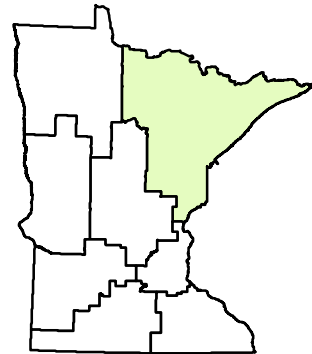
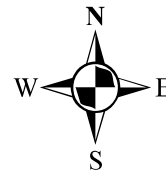


# Chapter 152 TH Bridge Improvement Program





# Chapter 152 TH Bridge Improvement Program District 1

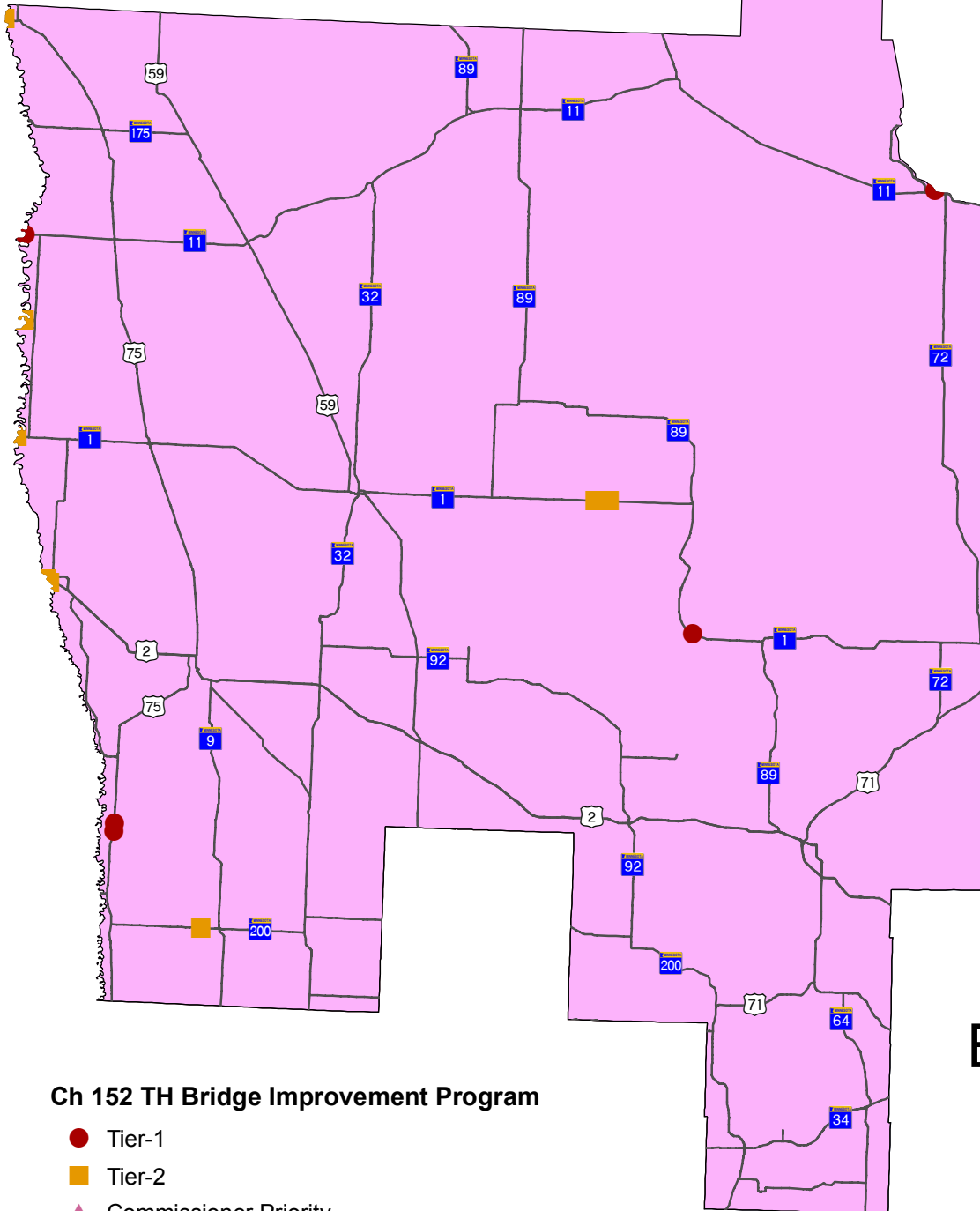
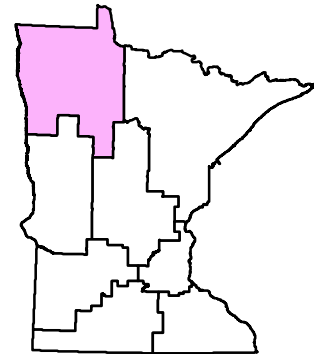
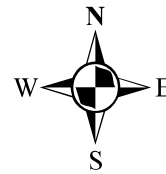


### Ch 152 TH Bridge Improvement Program

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



# Chapter 152 TH Bridge Improvement Program District 2



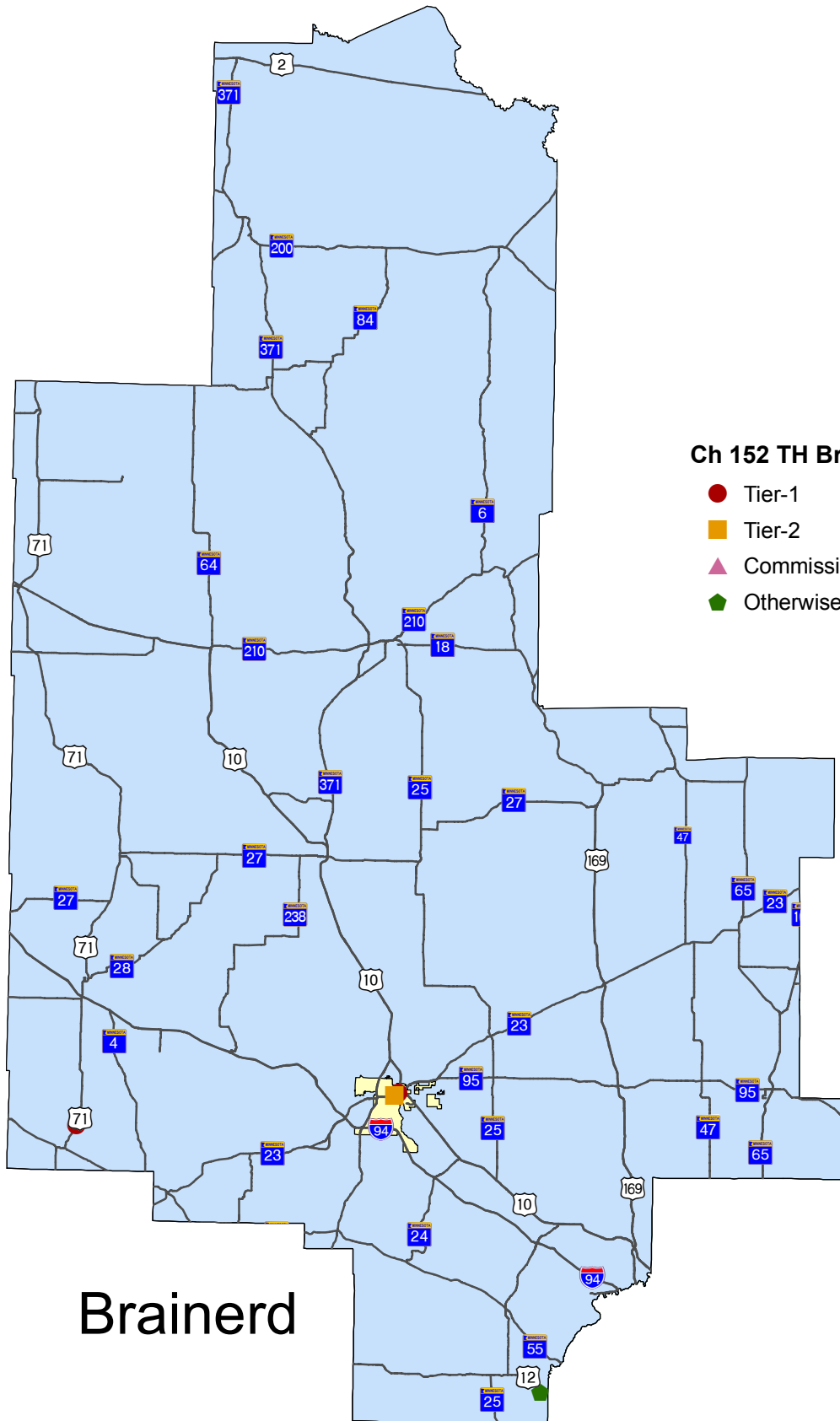
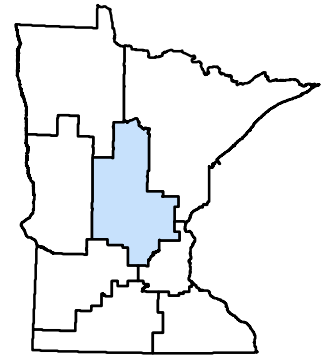
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### Ch 152 TH Bridge Improvement Program

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



# Chapter 152 TH Bridge Improvement Program District 3



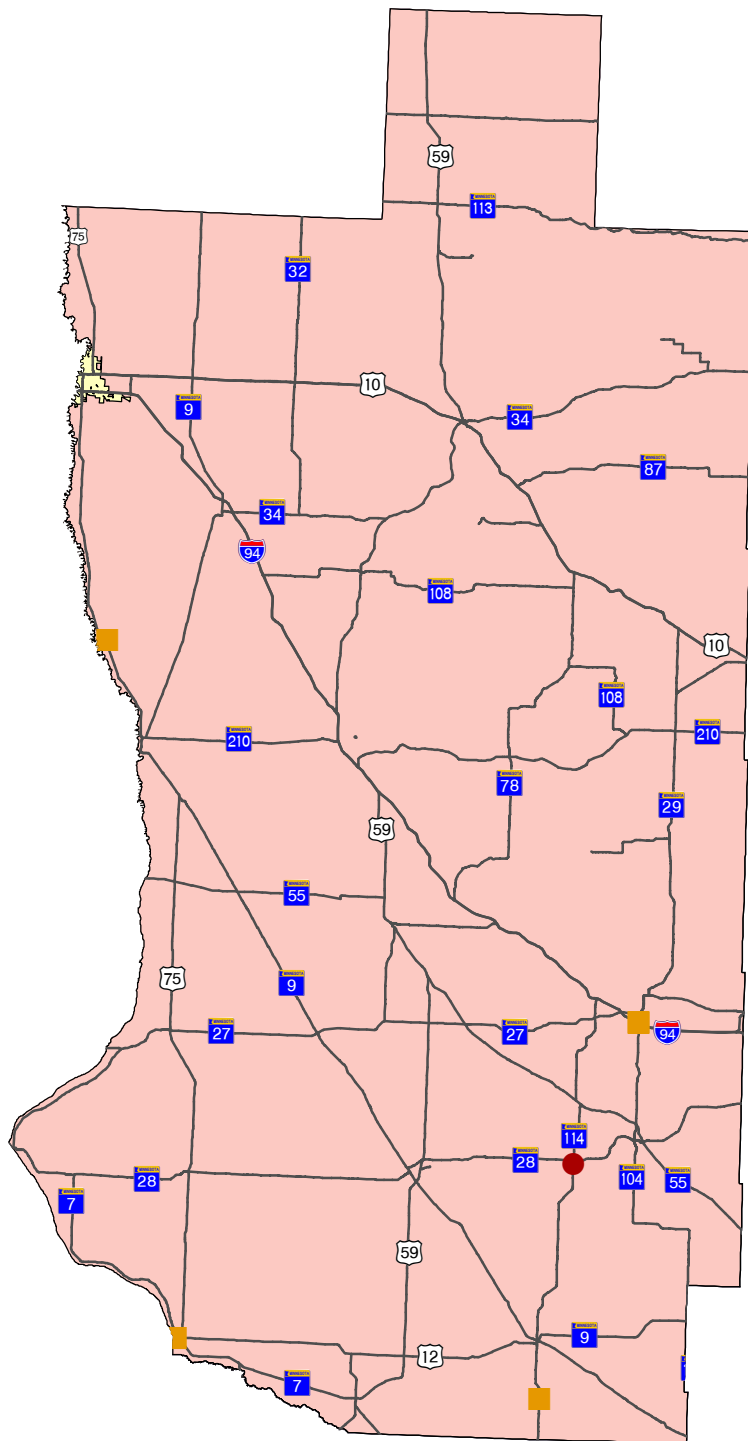
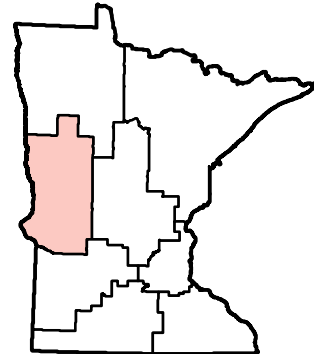
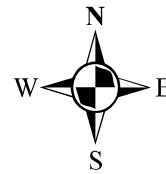
### Ch 152 TH Bridge Improvement Program

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

Brainerd



# Chapter 152 TH Bridge Improvement Program District 4



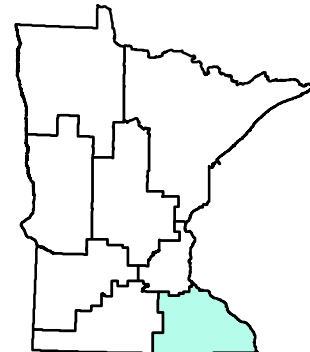
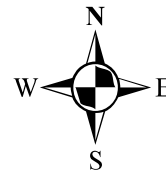
### Ch 152 TH Bridge Improvement Program

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

## Detroit Lakes

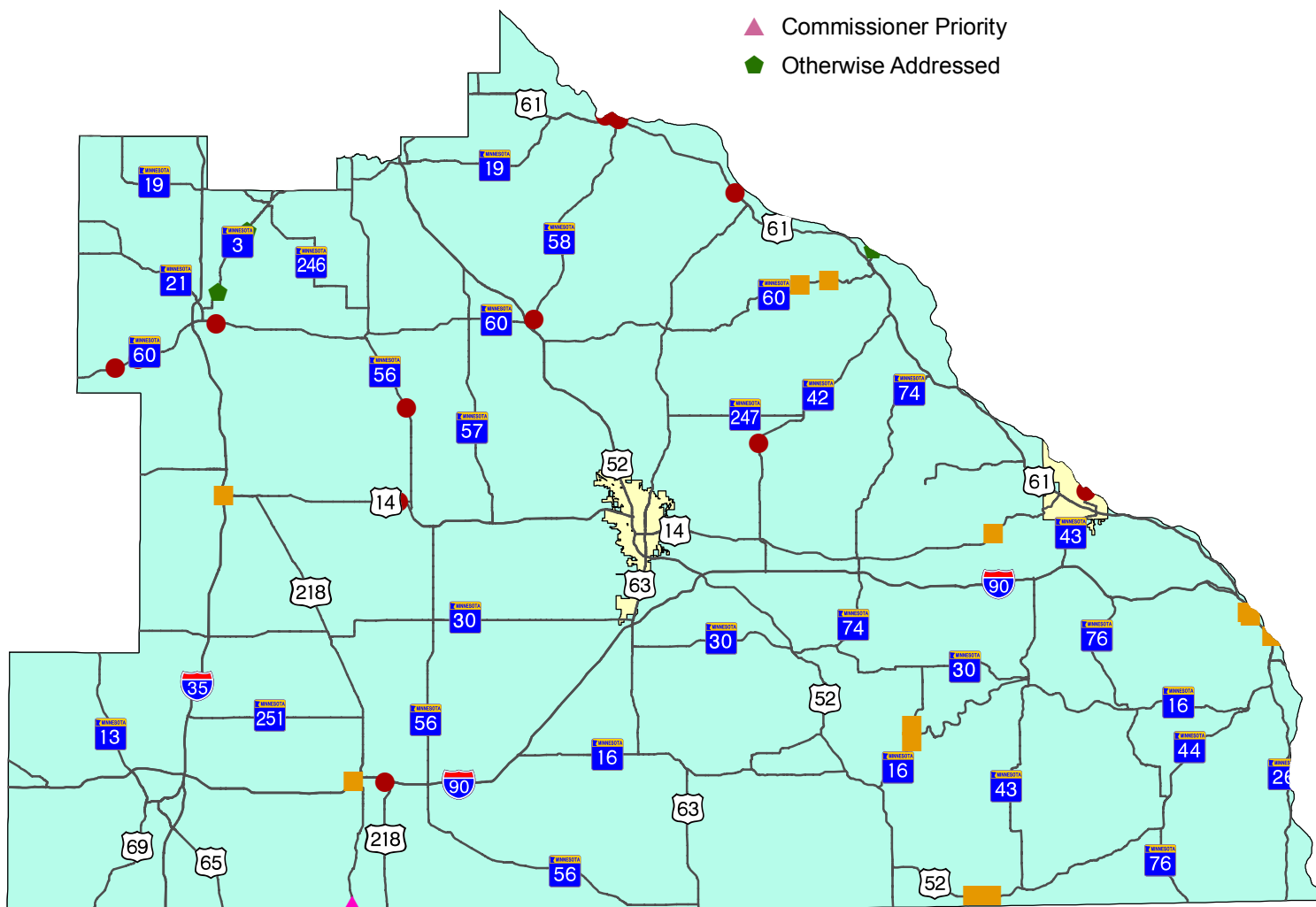


# Chapter 152 TH Bridge Improvement Program District 6



## Ch 152 TH Bridge Improvement Program

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



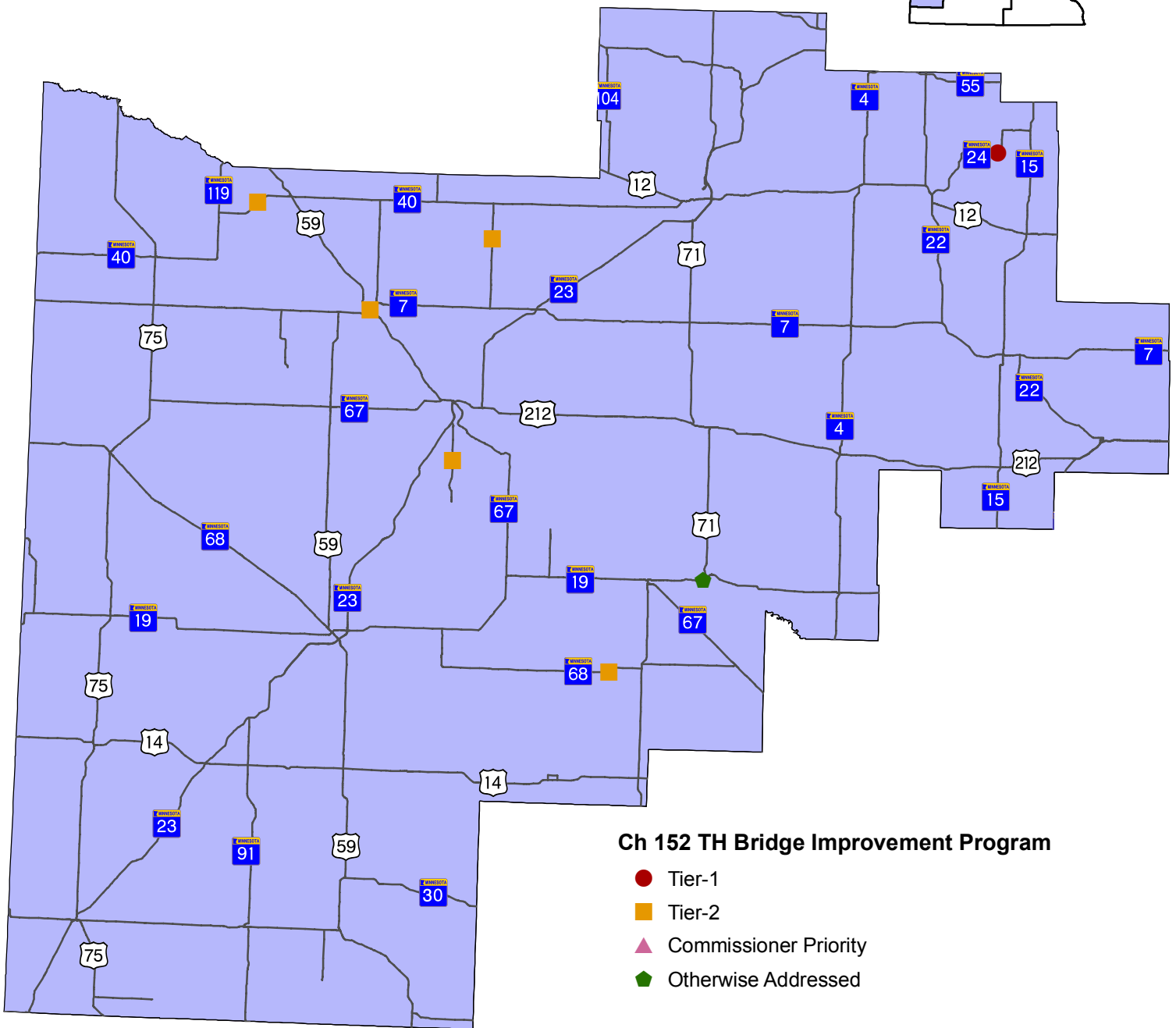
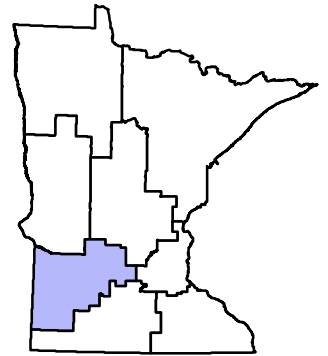
Rochester







# Chapter 152 TH Bridge Improvement Program District 8



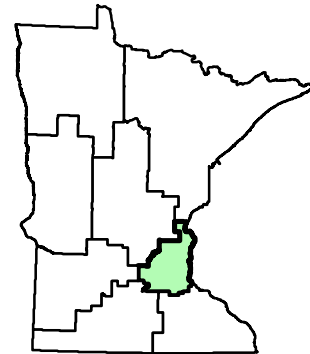
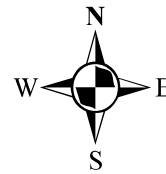
### Ch 152 TH Bridge Improvement Program

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

Willmar

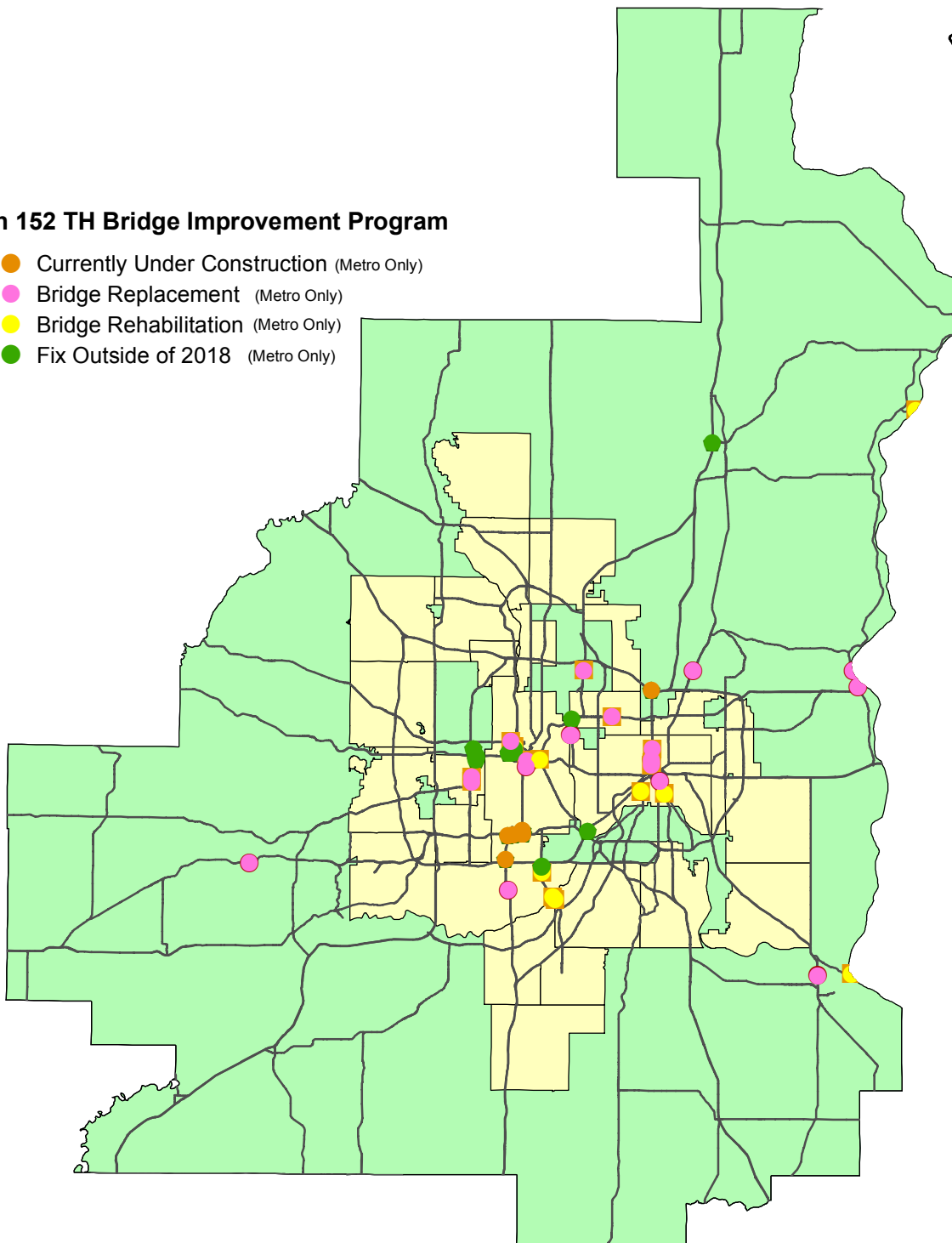


# Chapter 152 TH Bridge Improvement Program Metro



## 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