



Trunk Highway Bridge Improvement Program

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

Jan. 15, 2010

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

Your Destination... Our Priority



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Cost of completing this report

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

| | |
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Executive Summary

Purpose and scope of the report

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

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

Project Status Changes

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

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

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

Tier System

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

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

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

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

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

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

Chapter 152 Bridge Inventory

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

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

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

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

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

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

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

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

Assumptions that were made that may affect this program include:

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

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

Scheduling

Scheduling of projects will occur according to the following priorities:

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

Analysis of Requirements and Recommendations for Changes

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

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

Structurally Deficient Bridges

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

Newer Fracture Critical Bridges

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

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

Historic Fracture Critical Bridges

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

Tier System

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

Other Factors Considered in Delivering Projects

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

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

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

Abbreviations and Definitions

ADT = Average Daily Traffic

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

Bridge Number = Unique bridge number assigned to a specific bridge

CH 152 Work Planned = Type of work planned for bridge

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

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

Construction Year Planned = Estimated year construction is to begin

County = County

Deck Area = Total bridge deck area (square feet)

Deck = Deck rating

District = Mn/DOT Construction District

Feature Crossed = Feature being crossed by bridge

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

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

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

Main Span Type = Type of main span superstructure

Notes = Notes on a specific bridge

OL = Overlay

PT= Paint

RDK=Redeck

Rehab=Rehabilitation

RE-OL=Re-Overlay

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

RPL= Replace

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

SUB=Substructure rating

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

SUP=Superstructure rating

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

Year Built = The year the bridge was constructed

Minnesota Statute 165.14, Subdivisions 1-6

Subdivision 1. Definition.

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

Subd. 2. Program created.

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

Subd. 3. Program requirements.

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

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

Subd. 4. Prioritization of bridge projects.

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

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

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

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

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

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

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

Subd. 5. Statewide transportation planning report.

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

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

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

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

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

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

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

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

Subd. 6. Annual report.

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

History:

2008 c 152 art 6 s 5

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

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

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

| DISTRICT | BRIDGE NUMBER | CHAP. 152 TIER | ROUTE NUMBER | FACILITY - FEATURE CROSSED | COUNTY | YEAR BUILT | STRUCTURALLY DEFICIENT | FUNCTIONALLY OBSOLETE | FRACTURE CRITICAL | SUFFICIENCY RATING | INFLATED TOTAL PROJECT COST ESTIMATE | CONSTRUCTION CALENDAR YEAR PLANNED | SUBSTANTIALLY COMPLETE | YEAR OF SUBSTANTIAL COMPLETION | CH 152 WORK PLANNED | NOTES | PAGE |
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| | | | | | | | | | | | | | | | | | |
| 1 | 69801K | 2 | I 535 | I 535 NB OFF RAMP OVER I 35 SB | ST LOUIS | 1969 | N | N | Y | 88.6 | | 2019-2027 | NO | | RPL | FC bridge, minor rehab and painting needed in the next 10 years. District plans to program a series of bridges within the "Can of Worms" interchange, this bridge is included. Planned replacement is beyond 2020. | 22 |
| 1 | 69801N | 2 | I 535 | I 535 NB SEG 3 OVER CP RAIL | ST LOUIS | 1969 | N | N | Y | 88.4 | | 2019-2027 | NO | | RPL | FC bridge, minor rehab and painting needed in the next 10 years. District plans to program a series of bridges within the "Can of Worms" interchange, this bridge is included. Planned replacement is beyond 2020. | 22 |
| 2 | 4001 | 2 | Hwy. 1 | HWY. 1 OVER OVERFLOW CHANNEL | BELTRAMI | 1962 | Y | N | N | 71.7 | \$2.78 - \$3.15 | 2013 | NO | 2013 | RPL | | 22 |
| 2 | 4561 | 2 | Hwy. 1 | HWY. 1 OVER DITCH | BELTRAMI | 1926 | Y | N | N | 54.4 | \$2.94 | 2009 | YES | 2009 | RPL W/ CULVERT | | 22 |
| 2 | 5581 | 1 | Hwy. 1 | HWY. 1 OVER SANDY RIVER | CLEARWATER | 1936 | Y | N | N | 46.1 | \$1.01 | 2010 | NO | 2010 | RPL | | 22 |
| 2 | 9100 | 2 | Hwy. 1 | HWY. 1 OVER RED RIVER OF THE NORTH (Oslo) | MARSHALL | 1959 | N | N | Y | 55.0 | \$11.32 - \$12.79 | 2013 | NO | 2014 | RPL | Border bridge with North Dakota. | 22 |
| 2 | 9090 | 2 | Hwy. 2 | HWY. 2 OVER RED RIVER & CITY ST (Kennedy) | POLK | 1963 | N | N | Y | 60.8 | \$12.8-\$17.4 | 2016 | NO | 2016 | Redeck & PNT | Border bridge with North Dakota. Since SR = 60.8 and truss has performed well, new deck and paint will remove deficiencies. | 22 |
| 2 | 5557 | 2 | Hwy. 11 | HWY. 11 OVER RAPID RIVER | LAKE OF THE WOODS | 1950 | Y | N | N | 49.1 | \$3.50 | 2009 | NO | 2010 | RPL | | 22 |
| 2 | 6690 | 1 | Hwy. 11 | HWY. 11 OVER RED RIVER OF THE NORTH (ROBBIN) | KITTSOON | 1954 | N | N | Y | 47.6 | \$16.60 | 2009 | NO | 2010 | RPL | Border bridge with North Dakota. | 22 |
| 2 | 9412 | 1 | Hwy. 72 | HWY. 72 OVER RAINY RIVER | LAKE OF THE WOODS | 1959 | N | Y | Y | 46.8 | \$52.4-\$70.8 | 2018 | NO | 2019 | RPL | Border Bridge with Ontario, Canada. | 22 |
| 2 | 6730 | 1 | Hwy. 75 | HWY. 75 OVER DITCH | NORMAN | 1949 | Y | N | N | 40.4 | \$1.47 | 2010 | NO | 2010 | RPL W/CULVERT | | 22 |
| 2 | 6731 | 1 | Hwy. 75 | HWY. 75 OVER DITCH | NORMAN | 1949 | Y | N | N | 40.4 | | 2010 | NO | 2010 | RPL W/CULVERT | Cost incl w/ Br 6730 project. | 22 |
| 2 | 6734 | 3 | Hwy. 75 | HWY. 75 OVER MARSH RIVER | NORMAN | 1951 | Y | N | N | 82.3 | | 2010 | NO | 2010 | RPL | Tier 3 Bridge - cost not included in Chapter 152 Program. | 22 |
| 2 | 35007 | 2 | Hwy. 171 | HWY. 171 OVER RED RIVER OF THE NORTH | KITTSOON | 1982 | Y | N | N | 68.3 | \$0.90 | 2009 | YES | 2009 | RPR | Border bridge with North Dakota. | 22 |
| 2 | 6522 | 2 | Hwy. 200 | HWY. 200 FRNT RD OVER MARSH RIVER | NORMAN | 1924 | N | N | Y | 70.6 | \$0.38 - \$0.43 | 2014 | NO | 2014 | RPL | | 22 |
| 2 | 5872 | 2 | Hwy. 317 | HWY. 317 OVER RED RIVER OF THE NORTH (Grafton) | MARSHALL | 1939 | N | N | Y | 52.7 | \$1.42 - \$1.61 | 2013 | NO | 2013 | Repair & PNT | Border bridge with North Dakota. OL in 2005; paint and repairs needed to maintain condition, which should be adequate for the next 20 years with low ADT. | 22 |
| 2 | 4700 | 2 | Hwy. 2B | HWY. 2B (BUSINESS) OVER RED RIVER (Sorlie) | POLK | 1929 | N | N | Y | 50.6 | \$47.5-\$61.5 | 2018 | NO | 2019 | RPL | Border bridge with North Dakota. | 22 |
| 3 | 3622 | 1 | Hwy. 12 | HWY. 12 OVER S FK CROW RIVER | WRIGHT | 1922 | Y | N | N | 43.4 | \$20.43 | 2008 | YES | 2008 | RPL | | 22 |
| 3 | 6748 | 1 | Hwy. 123 | HWY. 23 OVER MISS R & RIVERSIDE DR (DESOTO) | STEARNS | 1957 | Y | N | Y | 66.4 | \$21.10 | 2008 | YES | 2009 | RPL | | 22 |
| 3 | 9086 | 2 | Hwy. 23 | HWY. 23 OVER 10TH AVE | STEARNS | 1958 | Y | N | N | 55.0 | \$17.30 | 2009 | YES | 2009 | RPL | | 22 |
| 3 | 5790 | 1 | Hwy. 71 | HWY. 71 OVER N FK CROW RIVER | STEARNS | 1937 | Y | N | N | 29.7 | \$0.71 | 2009 | YES | 2009 | RPL | | 22 |
| 3 | 86813 | 3 | I 94 | I 94 WB OVER COUNTY ROAD 75 & RR | WRIGHT | 1971 | Y | N | N | 81.3 | \$13.20 | 2009 | NO | | RPL | Tier 3 Bridge - cost not included in Chapter 152 Program. | 22 |
| 3 | 86814 | 3 | I 94 | I 94 EB OVER COUNTY ROAD 75 & RR | WRIGHT | 1972 | Y | N | N | 81.7 | | 2009 | NO | | RPL | Tier 3 Bridge - cost not included in Chapter 152 Program. | 22 |
| 3 | 91049 | 2 | Hwy. 169 | HWY. 169 OVER RIPPLE RIVER | AITKIN | 1964 | Y | N | N | 58.1 | \$0.98 | 2009 | YES | 2009 | RPL | | 22 |
| 3 | 91050 | 2 | Hwy. 169 | HWY. 169 OVER RIPPLE RIVER | AITKIN | 1964 | Y | N | N | 58.1 | | 2009 | YES | | RPL | Cost incl w/ Br 91049 project. | 22 |
| 4 | 6456 | 2 | Hwy. 12 | HWY. 12 OVER MINNESOTA RIVER | BIG STONE | 1953 | Y | N | N | 76.3 | \$3.45 | 2012 | NO | Nov. 2012 | RPL | | 22 |
| 4 | 3067 | 1 | Hwy. 29 | HWY. 29 OVER OUTLET CREEK | POPE | 1920 | Y | N | N | 49.3 | \$1.46 | 2012 | NO | Nov. 2012 | RPL | | 22 |
| 4 | 6552 | 2 | Hwy. 29 | HWY. 29 OVER DITCH | SWIFT | 1948 | Y | N | N | 52.1 | \$1.53 - \$1.74 | 2014-2018 | NO | Nov. 2015 | RPL | | 22 |
| 4 | 5186 | 2 | Hwy. 75 | HWY. 75 OVER WHISKEY CREEK | WILKIN | 1932 | Y | N | N | 54.3 | \$1.68 - \$1.90 | 2014-2018 | NO | Nov. 2016 | RPL | | 22 |
| 4 | 21805 | 3 | I 94 | I 94 WB OVER LATOKA LAKE | DOUGLAS | 1967 | Y | N | N | 88.2 | \$1.67 | 2014-2018 | NO | Nov. 2012 | RPL | Tier 3 Bridge - cost not included in Chapter 152 Program. | 22 |
| 4 | 21813 | 2 | I 94 | HWY. 29 SB OVER I 94 | DOUGLAS | 1965 | Y | N | N | 79.0 | | 2014-2018 | NO | Nov. 2016 | RPL | | 22 |
| 4 | 21814 | 2 | I 94 | HWY. 29 NB OVER I 94 | DOUGLAS | 1965 | Y | N | N | 66.7 | | 2014-2018 | NO | Nov. 2016 | RPL | Cost includes Br 21813 project. | 22 |
| 6 | 5337 | 1 | Hwy. 3 | HWY. 3 OVER UP RR | RICE | 1940 | Y | N | N | 30.7 | \$3.88 | 2008 | YES | 2008 | RPL | | 22 |
| 6 | 6842 | 1 | Hwy. 3 | HWY. 3 OVER CANNON RIVER | RICE | 1955 | Y | N | N | 25.9 | | 2008 | YES | 2008 | RPL | Letting 04/25/2008 both bridges in one project SP-6612-95 | 22 |
| 6 | 5234 | 2 | Hwy. 14 | HWY. 14 OVER STREAM | WINONA | 1932 | Y | N | N | 55.0 | \$2.01 - \$2.27 | 2015 | NO | 2015 | RPL | | 22 |
| 6 | 6036 | 1 | Hwy. 14 | HWY. 14 OVER STREAM | DODGE | 1930 | Y | N | N | 38.3 | \$1.61 - \$1.82 | 2014 | NO | 2014 | RPL | | 22 |
| 6 | 74820 | 2 | Hwy. 14 | HWY. 14 EB OVER I 35 | STEELE | 1965 | Y | N | N | 74.4 | \$2.23 - \$2.52 | 2010 | NO | 2015 | RPL | Bridge replacement is small portion of overall project costs. Construction underway. | 22 |
| 6 | 5968 | 1 | Hwy. 42 | HWY. 42 OVER N FORK WHITEWATER RIVER | WABASHA | 1941 | Y | N | N | 45.0 | \$2.15 | 2012 | NO | 2012 | RPL | | 22 |
| 6 | 5900 | 1 | Hwy. 43 | HWY. 43 OVER MISS RVR. RR. STREETS (WINONA) | WINONA | 1941 | N | N | Y | 39.7 | \$276.6-\$374.3 | 2014 | NO | 2016 | RPL | | 22 |
| 6 | 23004 | 2 | Hwy. 43 | HWY. 43 OVER S FORK ROOT RIVER | FILLMORE | 1931 | N | N | Y | 63.7 | \$2.96 | 2012 | NO | 2012 | RPL | | 22 |
| 6 | 4148 | 2 | Hwy. 44 | HWY. 44 OVER STREAM | FILLMORE | 1923 | Y | N | N | 59.5 | \$3.98 | 2011 | NO | 2011 | RPL W/CULVERT | | 22 |
| 6 | 4150 | 2 | Hwy. 44 | HWY. 44 OVER STREAM | FILLMORE | 1923 | Y | N | N | 59.8 | \$0.83 | 2011 | NO | 2011 | RPL W/CULVERT | Cost incl w/ Br 4148 project. | 22 |
| 6 | 4151 | 2 | Hwy. 44 | HWY. 44 OVER STREAM | FILLMORE | 1923 | Y | N | N | 59.8 | \$0.24 | 2011 | NO | 2011 | RPL W/CULVERT | Cost incl w/ Br 4148 project. | 22 |
| 6 | 5713 | 1 | Hwy. 56 | HWY. 56 OVER MID FORK ZUMBRO RIVER | DODGE | 1937 | Y | N | N | 64.3 | \$1.35 | 2012 | NO | 2012 | RPL | | 23 |
| 6 | 5905 | 2 | Hwy. 56 | HWY. 56 FARM ENT OVER N BR UPPER IOWA RIVER | MOWER | 1940 | Y | N | N | 66.3 | \$1.06 - \$1.20 | 2015 | NO | 2015 | RPL | | 23 |
| 6 | 5188 | 1 | Hwy. 58 | HWY. 58 OVER N FORK ZUMBRO RIVER | GOODHUE | 1932 | Y | N | N | 18.4 | \$2.55 | 2010 | NO | 2010 | RPL | | 23 |
| 6 | 5370 | 1 | Hwy. 60 | HWY. 60 OVER STRAIGHT R.RR.STREET | RICE | 1937 | N | N | N | 77.2 | \$10.80 | 2009 | YES | 40103 | REHAB | Historic bridge. With major rehabilitation underway, deficiencies will be addressed. | 22 |
| 6 | 5397 | 2 | Hwy. 60 | HWY. 60 OVER TROUT BROOK | WABASHA | 1935 | N | N | Y | 73.0 | \$2.30 - \$2.60 | 2014 | NO | 2014 | RPL | | 23 |
| 6 | 6770 | 1 | Hwy. 60 | HWY. 60 OVER CANNON RIVER | RICE | 1952 | Y | N | N | 18.7 | \$1.80 | 2009 | YES | 2009 | RPL | Low bid price \$1,773,087. | 23 |

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| DISTRICT | BRIDGE NUMBER | CHAP. 152 TIER | ROUTE NUMBER | FACILITY - FEATURE CROSSED | COUNTY | YEAR BUILT | STRUCTURALLY DEFICIENT | FUNCTIONALLY OBSOLETE | FRACTURE CRITICAL | SUFFICIENCY RATING | INFLATED TOTAL PROJECT COST ESTIMATE | CONSTRUCTION CALENDAR YEAR PLANNED | SUBSTANTIALLY COMPLETE | YEAR OF SUBSTANTIAL COMPLETION | CH 152 WORK PLANNED | NOTES | PAGE |
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| 6 | 6771 | 1 | Hwy. 60 | HWY. 60 OVER CANNON RIVER | RICE | 1952 | Y | N | N | 37.8 | \$0.61 | 2009 | YES | 2009 | RPL | Cost incl w/ Br 6770 project. | 23 |
| 6 | 9798 | 2 | Hwy. 60 | HWY. 60 OVER STREAM | WABASHA | 1961 | Y | N | N | 47.7 | \$2.00 | 2011 | NO | 2011 | RPL | | 23 |
| 6 | 79000 | 2 | Hwy. 60 | HWY. 60 OVER MISS R, RR, & STS | WABASHA | 1987 | N | 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. | 23 |
| 6 | 6773 | 1 | Hwy. 61 | HWY. 61 OVER GILBERT CREEK | GOODHUE | 1954 | Y | N | N | 37.6 | \$4.99 | 2011 | NO | 2011 | RPL | Preliminary Design Underway | 23 |
| 6 | 9450 | 1 | Hwy. 61 | HWY. 61 OVER NYMPHARA LANE | GOODHUE | 1962 | Y | N | N | 36.0 | \$5.48 - \$6.20 | 2013 | NO | 2013 | RPL | | 23 |
| 6 | 9040 | 1 | Hwy. 63 | HWY. 63 OVER MISS RIVER & CP RAIL (RED WING) | GOODHUE | 1958 | N | N | Y | 43.8 | \$286.2-\$383.7 | 2018 | NO | 2018 | RPL | | 23 |
| 6 | 6808 | 2 | I 90 | I 90 EB OVER TWP RD & TURTLE CRK | MOWER | 1959 | Y | N | N | 65.5 | \$3.95 | 2009 | YES | 2010 | RPL | Bridges of Mower County - Combined | 23 |
| 6 | 8929 | 1 | I 90 | I 90 OVER DOBBINS CREEK | MOWER | 1957 | Y | N | N | 41.3 | \$4.54 | 2009 | YES | 2010 | RPL | Bridges of Mower County - Combined | 23 |
| 6 | 9320 | 2 | I 90 | I 90 OVER MISSISSIPPI RIVER (DRESBACH) | WINONA | 1967 | N | N | Y | 77.0 | \$212.80-\$240.55 | 2012 | NO | 2013 | RPL | | 23 |
| 6 | 85807 | 2 | I 90 | I 90 WB OVER TWP 323 | WINONA | 1963 | Y | N | N | 63.7 | \$5.01 | 2009 | NO | 2010 | RPL | | 23 |
| 6 | 85808 | 2 | I 90 | I 90 EB OVER TWP 323 | WINONA | 1963 | Y | N | N | 63.7 | \$1.86 | 2009 | NO | | RPL | Cost incl w/ Br 85807 project. | 23 |
| 6 | 85809 | 2 | I 90 | I 90 WB OVER TWP 312 | WINONA | 1963 | Y | N | N | 61.6 | \$1.68 | 2009 | NO | | RPL | Cost incl w/ Br 85807 project. | 23 |
| 6 | 85810 | 2 | I 90 | I 90 EB OVER TWP 312 | WINONA | 1963 | Y | N | N | 61.6 | \$1.77 | 2009 | NO | | RPL | Cost incl w/ Br 85807 project. | 23 |
| 6 | 4867 | CP | Hwy. 105 | HWY. 105 OVER WOODBURY CREEK | MOWER | 1931 | N | N | N | 53.6 | \$1.99 | 2010 | NO | 2010 | RPL | Bridge included in Chapter 152 as a "Commissioner Priority" (CP) project, due to bridge being load posted. | 23 |
| 6 | 6975 | 2 | Hwy. 250 | HWY. 250 OVER S BR ROOT RIVER | FILLMORE | 1931 | N | Y | Y | 57.5 | \$13.9-\$18.9 | 2014-2018 | NO | | RPL | | 23 |
| 6 | 6977 | 2 | Hwy. 250 | HWY. 250 OVER N BR ROOT RIVER | FILLMORE | 1924 | N | Y | Y | 50.6 | \$8.27 - \$9.35 | 2014-2018 | NO | | RPL | Cost incl w/ Br 6975 project. | 23 |
| 7 | 6749 | 2 | Hwy. 4 | HWY. 4 OVER LITTLE COTTONWOOD RIVER | BROWN | 1951 | Y | N | N | 66.4 | \$3.02 | 2011 | NO | 2011 | RPL | Letting: 1/28/11 | 23 |
| 7 | 6762 | 3 | Hwy. 4 | HWY. 4 OVER WATONWAN RIVER | WATONWAN | 1951 | Y | N | N | 82.6 | \$3.10 | 2012 | NO | 2012 | RPL | Letting: 12/16/11 | 23 |
| 7 | 9200 | 1 | Hwy. 14 | HWY. 14 OVER MINNESOTA RIVER | BROWN | 1963 | Y | N | N | 38.0 | \$44.1-\$51.4 | 2014-2018 | NO | | RPL | | 23 |
| 7 | 4014 | 2 | Hwy. 22 | HWY. 22 OVER ROBARTS CREEK | NICOLLET | 1923 | Y | N | N | 68.2 | \$1.02 | 2012 | NO | 2012 | RPL | | 0 23 |
| 7 | 5834 | 2 | Hwy. 30 | HWY. 30 OVER BR OF WATONWAN R | COTTONWOOD | 1939 | Y | N | N | 79.1 | \$1.19 | 2011 | NO | 2011 | RPL | Letting: 3/25/11 | 23 |
| 7 | 5513 | 1 | Hwy. 68 | HWY. 68 OVER UP RR | BLUE EARTH | 1936 | Y | N | N | 28.0 | \$1.29 | 2012 | NO | 2012 | REHAB | Letting: 5/18/12 | 23 |
| 7 | 6889 | 2 | Hwy. 71 | HWY. 71 OVER DES MOINES RIVER | COTTONWOOD | 1956 | Y | N | N | 58.2 | \$3.21 | 2010 | NO | 2010 | RPL | Letting: 1/22/10 | 23 |
| 7 | 6245 | 2 | Hwy. 75 | HWY. 75 OVER POPLAR CREEK | ROCK | 1932 | Y | N | N | 52.8 | \$0.85 - \$0.96 | 2014-2018 | NO | | RPL | | 23 |
| 7 | 4930 | 2 | Hwy. 99 | HWY. 99 OVER MINNESOTA RIVER (ST. PETER) | LE SUEUR | 1931 | N | Y | Y | 47.1 | \$44.2-\$50.8 | 2013 | NO | 2015 | REHAB or RPL | Historic bridge. Currently studying rehabilitation vs. replacement. 10/15/09 - STIP 2014 | 23 |
| 7 | 6535 | 2 | Hwy. 258 | HWY. 258 OVER COTTONWOOD RIVER | BROWN | 1949 | Y | N | Y | 45.2 | \$3.37 | 2012 | NO | 2012 | RPL | Letting: 12/16/11 | 23 |
| 7 | 6821 | 2 | Hwy. 270 | HWY. 270 OVER MUD CREEK | ROCK | 1953 | Y | N | N | 78.6 | \$1.36 | 2011 | NO | 2011 | RPL | Letting: 4/22/11 | 23 |
| 8 | 9114 | 2 | Hwy. 7 | HWY. 7 OVER CHIPPEWA RIVER | CHIPPEWA | 1932 | Y | N | Y | 44.7 | \$4.79 - \$5.42 | 2014-2018 | NO | 2014 | RPL | No change from June 09 status. | 23 |
| 8 | 4667 | 2 | Hwy. 19 | HWY. 19 ACCESS RD OVER SULPHER L | REDWOOD | 1927 | Y | N | Y | 47.0 | | | | | 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 | Hwy. 24 | HWY. 24 OVER N FK CROW RIVER | MEEKER | 1935 | | | | | | 2009 | YES | | RPL | District funded project. Has been let, and construction is totally complete. Letting was 12/19/08 for \$1,524,066. | 23 |
| 8 | 5380 | 2 | Hwy. 40 | HWY. 40 OVER LAC QUI PARLE L | CHIPPEWA | 1938 | Y | N | N | 48.5 | \$6.34 - \$7.17 | 2014-2018 | NO | 2014 | RPL | Reduced risks from June 09 status. | 23 |
| 8 | 6962 | 2 | Hwy. 68 | HWY. 68 OVER DITCH | REDWOOD | 1900 | N | N | N | 83.1 | \$0.33 | 2009 | YES | | RPL | Chapter 152 funded project. Has been let, and construction is totally complete. Letting was 3/13/09 for \$333,771. | 23 |
| 8 | 87005 | 2 | Hwy. 274 | HWY. 274 OVER YELLOW MEDICINE RIVER | YELLOW MEDICINE | 1968 | | | | | | | | N/A | Only Normal Maintenance Needed | No work needed. Condition ratings were re-evaluated - bridge no longer structurally deficient. | 23 |
| 8 | 6816 | 2 | Hwy. 277 | HWY. 277 OVER CO DITCH # 22 | CHIPPEWA | 1952 | Y | N | N | 67.9 | \$1.15 - \$1.30 | 2014-2018 | NO | 2017 | RPL | No change from June 09 status. | 23 |
| M | 6654 | 1 | Hwy. 5 | HWY. 5 OVER RECREATION TRAIL | CARVER | 1952 | Y | N | N | 49.1 | \$2.57 - \$2.90 | 2014-2018 | NO | | RPL | | 23 |
| M | 9300 | 2 | Hwy. 5 | HWY. 5 WEST 7TH ST OVER MISSISSIPPI RIVER | RAMSEY | 1961 | | | | | | 2019-2027 | NO | | RPL | FC bridge built in 1961, remodeled in 1986. NBIS condition ratings are fair. Normal maintenance planned for next 10 years. Replacement will be needed beyond 2018. | 23 |
| M | 5462 | 2 | Hwy. 7 | HWY. 7 (COUNTY ROAD 25) OVER HWY. 100 | HENNEPIN | 1939 | Y | N | N | 71.2 | \$2.43 - \$2.75 | 2014-2018 | NO | | RPL | | 23 |
| M | 82010 | 2 | Hwy. 105 | HWY. 10 (PRESCOTT) OVER ST CROIX RIVER | WASHINGTON | 1990 | N | N | Y | 75.9 | \$1.29 - \$1.46 | 2014-2018 | NO | | OL | Built in 1986 (see endnote 1) and built with a redundant system for FC tie girder. | 23 |
| M | 82815 | 2 | Hwy. 35 | HWY 8 WB OVER I 35 | WASHINGTON | 1967 | | | | | | 2028-2034 | NO | | RPL | FC bridge built in 1967. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Replacement will be needed beyond 2018. | 24 |
| M | 4654 | 1 | Hwy. 36 | HWY. 36 OVER ST CROIX RIVER | WASHINGTON | 1930 | Y | N | Y | 32.8 | \$433.73 - \$490.30 | 2014-2018 | NO | | RPL | | 24 |
| M | 5723 | 2 | Hwy. 36 | HWY. 36 OVER LEXINGTON AVE(COUNTY ROAD 51) | RAMSEY | 1938 | Y | N | N | 61.0 | \$24.9-\$33.6 | 2014-2018 | NO | | RPL | | 24 |
| M | 9115 | 1 | Hwy. 36 | HWY. 36 EB OVER HWY. 95 | WASHINGTON | 1959 | Y | N | N | 28.3 | | 2014-2018 | NO | | RPL | Cost incl w/ Br 4654 (St. Croix) project. | 24 |
| M | 9800 | 1 | Hwy. 52 | HWY. 52(LAFAYETTE) OVER MISS R, RR & STREETS | RAMSEY | 1968 | Y | N | Y | 49.5 | \$260.60 | 2010 | NO | 2010 | RPL | | 24 |
| M | 62026 | 2 | Hwy. 52 | LAFAYETTE (HWY. 52) OVER UP RR & EATON ST | RAMSEY | 1965 | Y | N | N | 56.9 | \$8.28 | 2011 | NO | 2011 | RDK | | 24 |
| M | 94277 | 2 | Hwy. 55 | HWY. 55 OVER BASSETT CREEK | HENNEPIN | 1939 | Y | N | N | 36.9 | \$2.43 - \$2.75 | 2014-2018 | NO | | RPL | | 24 |
| M | 5895 | 1 | Hwy. 61 | HWY. 61 OVER MISS RIVER, RR, STREET (HASTINGS) | DAKOTA | 1950 | Y | N | Y | 43.4 | \$227.60 | 2010 | NO | 2010 | RPL | | 24 |
| M | 6688 | 1 | Hwy. 61 | HWY. 61 OVER BNSF RR | RAMSEY | 1952 | Y | N | N | 42.3 | \$6.95 | 2010 | NO | 2010 | RPL | | 24 |

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

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

| DISTRICT | BRIDGE NUMBER | CHAP. 152 TIER | ROUTE NUMBER | FACILITY - FEATURE CROSSED | COUNTY | YEAR BUILT | STRUCTURALLY DEFICIENT | FUNCTIONALLY OBSOLETE | FRACTURE CRITICAL | SUFFICIENCY RATING | INFLATED TOTAL PROJECT COST ESTIMATE | CONSTRUCTION CALENDAR YEAR PLANNED | SUBSTANTIALLY COMPLETE | YEAR OF SUBSTANTIAL COMPLETION | CH 152 WORK PLANNED | NOTES | PAGE |
|----------|---------------|----------------|--------------|--|------------|------------|------------------------|-----------------------|-------------------|--------------------|--------------------------------------|------------------------------------|------------------------|--------------------------------|----------------------------|--|------|
| M | 27789A | 2 | I 394 | I 394 EB OFF RAMP OVER SB HWY. 100 | HENNEPIN | 1989 | N | N | Y | 99.0 | | 2019-2027 | NO | | RE-OL | FC bridge built in 1987. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1. | 25 |
| M | 9197 | 2 | I 694 | I 694 WB OVER BNSF RR | RAMSEY | 1960 | Y | N | N | 71.0 | | 2007 | YES | year 2009 | RPL w/ Unweave/Weave Proj. | | 25 |
| M | 82805 | 3 | I 694 | I 694 SB OVER UP RR | WASHINGTON | 1967 | Y | N | N | 95.0 | | 2010 | NO | 2010 | RDK | Tier 3 Bridge - cost not included in Chapter 152 Program. Economic stimulus (ARRA) funding used. | 25 |
| M | 82806 | 3 | I 694 | I 694 NB OVER UP RR | WASHINGTON | 1967 | Y | N | N | 84.0 | | 2010 | NO | 2010 | RDK | Tier 3 Bridge - cost not included in Chapter 152 Program. Economic stimulus (ARRA) funding used. | 25 |
| M | 6513 | 2 | I 35E | MARYLAND (COUNTY ROAD 31) OVER I 35E | RAMSEY | 1958 | Y | N | N | 77.0 | \$11.0-\$14.7 | 2014-2018 | NO | | RPL | Cost incl w/ Br 6515 (Cayuga) project. | 25 |
| M | 6515 | 1 | I 35E | I 35E OVER CAYUGA ST & BNSF RR | RAMSEY | 1965 | Y | N | N | 40.8 | \$156.8-\$213.2 | 2014-2018 | NO | | RPL | Cost incl w/ Br 6515 (Cayuga) project. | 25 |
| M | 6517 | 2 | I 35E | I 35E OVER BNSF RR | RAMSEY | 1963 | Y | N | N | 53.0 | | 2014-2018 | NO | | RPL | Cost incl w/ Br 6515 (Cayuga) project. | 25 |
| M | 9265 | 2 | I 35E | I 35E OVER PENNSYLVANIA AVE | RAMSEY | 1964 | Y | N | N | 64.0 | | 2014-2018 | NO | | RPL | Cost incl w/ Br 6515 (Cayuga) project. | 25 |
| M | 9053 | 1 | I 35W | W 94TH ST OVER I 35W | HENNEPIN | 1957 | Y | N | N | 48.7 | \$10.67 - \$12.06 | 2014-2018 | NO | | RPL | | 25 |
| M | 9570 | 2 | I 35W | COUNTY ROAD E2 (COUNTY ROAD 73) OVER I 35W | RAMSEY | 1964 | Y | N | N | 52.0 | \$19.3-\$26.1 | 2014-2018 | NO | | RPL | | 25 |
| M | 9796 | 1 | I 35W | W 76TH ST OVER I 35W | HENNEPIN | 1959 | Y | N | N | 44.5 | | 2008 | YES | year 2009 | RPL | | 25 |
| M | 27871 | 1 | I 35W | I 35W SB OVER HWY. 65 NB | HENNEPIN | 1967 | Y | N | N | 44.1 | \$45.4-\$61 | 2014-2018 | NO | | RPL | | 25 |
| M | 27930 | 2 | I 35W | HWY. 121 NB OVER I 35W SB | HENNEPIN | 1964 | Y | N | N | 62.4 | | 2007 | NO | | RPL | | 25 |
| M | 27932 | 1 | I 35W | HWY. 62 EB OVER I 35W | HENNEPIN | 1964 | Y | N | N | 37.0 | | 2007 | NO | | RPL w/ Crosstown Project | | 25 |
| M | 27937 | 2 | I 35W | HWY. 62 WB OVER I 35W NB | HENNEPIN | 1964 | Y | N | N | 64.2 | | 2007 | NO | | RPL w/ Crosstown Project | | 25 |
| M | 27938 | 2 | I 35W | 35W SB TO EB HWY. 62 OVER I 35 NB | HENNEPIN | 1964 | Y | N | N | 58.1 | | 2007 | NO | | RPL w/ Crosstown Project | | 25 |
| M | 27939 | 2 | I 35W | I 35W SB OVER E 60TH ST | HENNEPIN | 1963 | Y | N | N | 58.1 | | 2007 | NO | | RPL w/ Crosstown Project | | 25 |
| M | 27940 | 2 | I 35W | I 35W NB OVER E 60TH ST | HENNEPIN | 1963 | Y | N | N | 64.2 | | 2007 | NO | | RPL w/ Crosstown Project | | 25 |
| M | 27941 | 2 | I 35W | 35W SB TO HWY. 62 EB OVER HWY. 62 WB | HENNEPIN | 1964 | N | N | Y | 97.3 | | 2007 | NO | | RPL w/ Crosstown Project | | 25 |
| M | 62853 | 2 | I 35W | I 35W RAMP TO HWY. 36 EB OVER HWY. 280 NB | RAMSEY | 1970 | N | N | Y | 95.7 | | 2019-2027 | NO | | RPL | FC bridge built in 1970. All NBIS condition ratings are satisfactory. Normal maintenance planned for the next 10 years. Replacement will be needed beyond 2018. | 25 |
| M | 27776C | 2 | I 394 | I 394R WB OVER I 394 WB ON RAMP | HENNEPIN | 1987 | N | N | Y | 95.8 | | 2028-2034 | NO | | RE-OL | FC bridge built in 1989. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1. | 25 |
| M | 27776F | 2 | I 394 | 394R EB RAMP OVER I 94 EB (ST. PAUL) | HENNEPIN | 1987 | N | N | Y | 95.8 | | 2028-2034 | NO | | RE-OL | FC bridge built in 1987. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1. | 25 |

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

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

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

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

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

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

| DISTRICT | BRIDGE NUMBER | CHAP. 152 TIER* | ROUTE NUMBER | FACILITY - FEATURE CROSSED | COUNTY | ADT | (NBIS RATING) | | | BRIDGE LENGTH (LF) | DECK AREA (SF) | MAIN SPAN TYPE | LOAD (OPERATING) RATING | NOTES | SEE ALSO PAGE |
|----------|---------------|-----------------|--------------|--|-----------------|--------|---------------|-------|-------|--------------------|----------------|---------------------|-------------------------|---|---------------|
| | | | | | | | D E C K | S U P | S U B | | | | | | |
| 6 | 5905 | 2 | Hwy. 56 | HWY. 56 FARM ENT OVER N BR UPPER IOWA RIVER | MOWER | 5 | 7 | 6 | 4 | 38 | 825 | STEEL BEAM SPAN | HS 25.4 | | 17 |
| 6 | 5188 | 1 | Hwy. 58 | HWY. 58 OVER N FORK ZUMBRO RIVER | GOODHUE | 6600 | 4 | 4 | 5 | 113.4 | 4,956 | STEEL BEAM SPAN | HS 18.5 | | 17 |
| 6 | 5370 | 1 | Hwy. 60 | HWY. 60 OVER STRAIGHT R,RR,STREET | RICE | 10500 | 8 | 7 | 7 | 951 | 42,795 | CONC ARCH | HS 24.9 | Historic bridge. With major rehabilitation underway, deficiencies will be addressed. | 17 |
| 6 | 5397 | 2 | Hwy. 60 | HWY. 60 OVER TROUT BROOK | WABASHA | 630 | 7 | 6 | 6 | 67.2 | 1,908 | STEEL THRU GIRL | HS 19.0 | | 18 |
| 6 | 6770 | 1 | Hwy. 60 | HWY. 60 OVER CANNON RIVER | RICE | 5,050 | 4 | 3 | 7 | 95.3 | 3,307 | CONC DECK GIRL | HS 30.6 | Low bid price \$1,773,087. | 18 |
| 6 | 6771 | 1 | Hwy. 60 | HWY. 60 OVER CANNON RIVER | RICE | 6,300 | 5 | 4 | 4 | 114.6 | 3,965 | CONC DECK GIRL | HS 31.1 | Cost incl w/ Br 6770 project. | 18 |
| 6 | 9798 | 2 | Hwy. 60 | HWY. 60 OVER STREAM | WABASHA | 630 | 5 | 3 | 5 | 93.6 | 2,948 | STEEL BEAM SPAN | HS 26.6 | | 18 |
| 6 | 79000 | 2 | Hwy. 60 | HWY. 60 OVER MISS R, RR, & STS | WABASHA | 4,750 | 7 | 7 | 7 | 2462 | 106,605 | STEEL HIGH TRUSS | HS 39.2 | FC bridge built in 1987. All NBIS condition ratings are good. Only normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1. | 18 |
| 6 | 6773 | 1 | Hwy. 61 | HWY. 61 OVER GILBERT CREEK | GOODHUE | 7,500 | 5 | 4 | 5 | 114.4 | 4,164 | CONC DECK GIRL | HS 32.0 | Preliminary Design Underway | 18 |
| 6 | 9450 | 1 | Hwy. 61 | HWY. 61 OVER NYMPHARA LANE | GOODHUE | 8,000 | 4 | 4 | 5 | 100 | 6,350 | PRESTR VD SLAB SPAN | HS 64.0 | | 18 |
| 6 | 9040 | 1 | Hwy. 63 | HWY. 63 OVER MISS RIVER & CP RAIL (RED WING) | GOODHUE | 11,500 | 5 | 6 | 5 | 1630.8 | 60,829 | CSTL HIGH TRUSS | HS 34.0 | | 18 |
| 6 | 6808 | 2 | I 90 | I 90 EB OVER TWP RD & TURTLE CRK | MOWER | 7,700 | 5 | 4 | 5 | 243 | 10,741 | PRESTR BEAM SPAN | HS 33.0 | Bridges of Mower County - Combined | 18 |
| 6 | 8929 | 1 | I 90 | I 90 OVER DOBBINS CREEK | MOWER | 18,800 | N | N | N | 31.1 | 0 | CONC BOX CULV | HS 24.0 | Bridges of Mower County - Combined | 18 |
| 6 | 9320 | 2 | I 90 | I 90 OVER MISSISSIPPI RIVER (DRESBACH) | WINONA | 26,000 | 5 | 6 | 6 | 2490.2 | 175,894 | CSTL DECK GIRL | HS 33.0 | | 18 |
| 6 | 85807 | 2 | I 90 | I 90 WB OVER TWP 323 | WINONA | 10,600 | 4 | 4 | 6 | 118.7 | 5,045 | PRESTR VD SLAB SPAN | HS 44.0 | | 18 |
| 6 | 85808 | 2 | I 90 | I 90 EB OVER TWP 323 | WINONA | 10,600 | 4 | 4 | 6 | 118.7 | 5,045 | PRESTR VD SLAB SPAN | HS 44.0 | Cost incl w/ Br 85807 project. | 18 |
| 6 | 85809 | 2 | I 90 | I 90 WB OVER TWP 312 | WINONA | 10,600 | 4 | 4 | 5 | 95 | 4,038 | PRESTR VD SLAB SPAN | HS 46.0 | Cost incl w/ Br 85807 project. | 18 |
| 6 | 85810 | 2 | I 90 | I 90 EB OVER TWP 312 | WINONA | 10,600 | 4 | 4 | 5 | 95 | 4,038 | PRESTR VD SLAB SPAN | HS 46.0 | Cost incl w/ Br 85807 project. | 18 |
| 6 | 4867 | CP | Hwy. 105 | HWY. 105 OVER WOODBURY CREEK | MOWER | 275 | 5 | 5 | 5 | 53 | 1420 | STEEL BEAM SPAN | HS 18.4 | Bridge included in Chapter 152 as a "Commissioner Priority" (CP) project, due to bridge being load posted. | 18 |
| 6 | 6975 | 2 | Hwy. 250 | HWY. 250 OVER S BR ROOT RIVER | FILLMORE | 840 | 7 | 7 | 6 | 104 | 2,808 | STEEL HIGH TRUSS | HS 17.0 | | 18 |
| 6 | 6977 | 2 | Hwy. 250 | HWY. 250 OVER N BR ROOT RIVER | FILLMORE | 380 | 7 | 6 | 6 | 144 | 3,456 | STEEL HIGH TRUSS | HS 15.0 | Cost incl w/ Br 6975 project. | 18 |
| 7 | 6749 | 2 | Hwy. 4 | HWY. 4 OVER LITTLE COTTONWOOD RIVER | BROWN | 1,250 | 7 | 4 | 5 | 98 | 3,381 | STEEL BEAM SPAN | HS 32.0 | Letting: 1/28/11 | 18 |
| 7 | 6762 | 3 | Hwy. 4 | HWY. 4 OVER WATONWAN RIVER | WATONWAN | 970 | 4 | 5 | 5 | 56 | 1,932 | STEEL BEAM SPAN | HS 34.0 | Letting: 12/16/11 | 18 |
| 7 | 9200 | 1 | Hwy. 14 | HWY. 14 OVER MINNESOTA RIVER | BROWN | 8,600 | 5 | 6 | 5 | 566.4 | 20,107 | PRESTR BEAM SPAN | HS 70.0 | | 18 |
| 7 | 4014 | 2 | Hwy. 22 | HWY. 22 OVER ROBARTS CREEK | NICOLLET | 1,200 | N | N | N | 22.5 | 0 | CONC BOX CULV | HS 24.0 | | 0 |
| 7 | 5834 | 2 | Hwy. 30 | HWY. 30 OVER BR OF WATONWAN R | COTTONWOOD | 740 | 4 | 5 | 5 | 32 | 1,072 | STEEL BEAM SPAN | HS 30.0 | Letting: 3/25/11 | 18 |
| 7 | 5513 | 1 | Hwy. 68 | HWY. 68 OVER UP RR | BLUE EARTH | 3,150 | 4 | 3 | 5 | 115 | 4,497 | CONC DECK GIRL | HS 30.6 | Letting: 5/18/12 | 18 |
| 7 | 6889 | 2 | Hwy. 71 | HWY. 71 OVER DES MOINES RIVER | COTTONWOOD | 2,350 | 4 | 4 | 4 | 143 | 4,919 | STEEL BEAM SPAN | HS 48.0 | Letting: 1/22/10 | 18 |
| 7 | 6245 | 2 | Hwy. 75 | HWY. 75 OVER POPLAR CREEK | ROCK | 9,500 | N | N | N | 22.8 | 0 | CONC BOX CULV | HS 24.0 | | 18 |
| 7 | 4930 | 2 | Hwy. 99 | HWY. 99 OVER MINNESOTA RIVER (ST. PETER) | LE SUEUR | 7,000 | 5 | 5 | 5 | 402.3 | 12,512 | CSTL HIGH TRUSS | HS 23.6 | Historic bridge. Currently studying rehabilitation vs. replacement. 10/15/09 - STIP 2014 | 18 |
| 7 | 6535 | 2 | Hwy. 258 | HWY. 258 OVER COTTONWOOD RIVER | BROWN | 700 | 4 | 5 | 4 | 163 | 4,564 | STEEL HIGH TRUSS | HS 22.7 | Letting: 12/16/11 | 18 |
| 7 | 6821 | 2 | Hwy. 270 | HWY. 270 OVER MUD CREEK | ROCK | 740 | 4 | 5 | 5 | 37.9 | 1,251 | STEEL BEAM SPAN | HS 29.1 | Letting: 4/22/11 | 18 |
| 8 | 9114 | 2 | Hwy. 7 | HWY. 7 OVER CHIPPEWA RIVER | CHIPPEWA | 1,850 | 5 | 4 | 5 | 182 | 5,951 | STEEL HIGH TRUSS | HS 22.0 | No change from June 09 status. | 18 |
| 8 | 4667 | 2 | Hwy. 19 | HWY. 19 ACCESS RD OVER 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. | 18 |
| 8 | 5388 | 1 | Hwy. 24 | HWY. 24 OVER N FK CROW RIVER | MEEKER | 1,650 | 4 | 5 | 5 | 105 | 2,919 | STEEL LOW TRUSS | HS 16.2 | District funded project. Has been let, and construction is totally complete. Letting was 12/19/08 for \$1,524,066. | 18 |
| 8 | 5380 | 2 | Hwy. 40 | HWY. 40 OVER LAC QUI PARLE L | CHIPPEWA | 610 | 4 | 4 | 5 | 220.5 | 6,284 | STEEL HIGH TRUSS | HS 18.0 | Reduced risks from June 09 status. | 18 |
| 8 | 6962 | 2 | Hwy. 68 | HWY. 68 OVER DITCH | REDWOOD | 1,350 | 5 | 5 | 4 | 26 | 905 | STEEL BEAM SPAN | HS 24.1 | Chapter 152 funded project. Has been let, and construction is totally complete. Letting was 3/13/09 for \$333,771. | 18 |
| 8 | 87005 | 2 | Hwy. 274 | HWY. 274 OVER YELLOW MEDICINE RIVER | YELLOW MEDICINE | 920 | 8 | 8 | 5 | 186.9 | 8,186 | PRESTR BEAM SPAN | HS 45.4 | No work needed. Condition ratings were re-evaluated - bridge no longer structurally deficient. | 18 |
| 8 | 6816 | 2 | Hwy. 277 | HWY. 277 OVER CO DITCH # 22 | CHIPPEWA | 310 | 6 | 6 | 4 | 28.5 | 1,015 | STEEL BEAM SPAN | HS 30.3 | No change from June 09 status. | 18 |
| M | 6654 | 1 | Hwy. 5 | HWY. 5 OVER RECREATION TRAIL | CARVER | 16,000 | 4 | 5 | 5 | 160.2 | 6,136 | CONC DECK GIRL | HS 28.5 | | 18 |
| M | 9300 | 2 | Hwy. 5 | HWY. 5 WEST 7TH ST OVER MISSISSIPPI RIVER | RAMSEY | 56,000 | 5 | 5 | 5 | 1198.5 | 87,850 | CSTL DECK GIRL | HS 37.0 | FC bridge built in 1961, remodeled in 1986. NBIS condition ratings are fair. Normal maintenance planned for next 10 years. Replacement will be needed beyond 2018. | 18 |
| M | 5462 | 2 | Hwy. 7 | HWY. 7 (COUNTY ROAD 25) OVER HWY. 100 | HENNEPIN | 36,000 | 4 | 5 | 5 | 190.4 | 15,080 | CONC DECK GIRL | HS 38.5 | | 18 |
| M | 82010 | 2 | Hwy. 105 | HWY. 10 (PRESCOTT) OVER ST CROIX RIVER | WASHINGTON | 13500 | 6 | 7 | 6 | 683.8 | 35131 | STEEL MOVEABLE | HS 50.0 | Built in 1986 (see endnote 1) and built with a redundant system for FC tie girder. | 18 |
| M | 82815 | 2 | Hwy. 35 | HWY 8 WB OVER I 35 | WASHINGTON | 10,500 | 7 | 7 | 7 | 355.9 | 12,706 | CSTL DECK GIRL | HS 26.6 | FC bridge built in 1967. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Replacement will be needed beyond 2018. | 18 |
| M | 4654 | 1 | Hwy. 36 | HWY. 36 OVER ST CROIX RIVER | WASHINGTON | 18,000 | 8 | 6 | 5 | 1053 | 25,272 | STEEL MOVEABLE | HS 20.0 | | 18 |
| M | 5723 | 2 | Hwy. 36 | HWY. 36 OVER LEXINGTON AVE(COUNTY ROAD | RAMSEY | 85,000 | 4 | 4 | 5 | 64 | 10,115 | CONC RIGID FRAME | HS 55.0 | | 18 |

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

| DISTRICT | BRIDGE NUMBER | CHAP. 152 TIER* | ROUTE NUMBER | FACILITY - FEATURE CROSSED | COUNTY | ADT | (NBIS RATING) | | | BRIDGE LENGTH (LF) | DECK AREA (SF) | MAIN SPAN TYPE | LOAD (OPERATING) RATING | NOTES | SEE ALSO PAGE |
|----------|---------------|-----------------|--------------|--|------------|--------|---------------|-------|-------|--------------------|----------------|------------------|-------------------------|--|---------------|
| | | | | | | | D E C K | S U P | S U B | | | | | | |
| M | 9115 | 1 | Hwy. 36 | HWY. 36 EB OVER HWY. 95 | WASHINGTON | 9,750 | 6 | 5 | 5 | 401 | 14,957 | CONC BOX GIRD | HS 59.1 | Cost incl w/ Br 4654 (St. Croix) project. | 18 |
| M | 9800 | 1 | Hwy. 52 | HWY. 52(LAFAYETTE) OVER MISS R, RR & STREETS | RAMSEY | 81,000 | 5 | 4 | 7 | 3366 | 254,251 | CSTL DECK GIRD | HS 31.7 | | 18 |
| M | 62026 | 2 | Hwy. 52 | LAFAYETTE (HWY. 52) OVER UP RR & EATON ST | RAMSEY | 74,000 | 5 | 4 | 5 | 580.3 | 59,017 | CSTL BEAM SPAN | HS 31.2 | | 18 |
| M | 94277 | 2 | Hwy. 55 | HWY. 55 OVER BASSETT CREEK | HENNEPIN | 27,500 | N | N | N | 20.3 | 0 | CONC BOX CULV | HS 18.0 | | 19 |
| M | 5895 | 1 | Hwy. 61 | HWY. 61 OVER MISS RIVER, RR, STREET (HASTINGS) | DAKOTA | 32,500 | 5 | 4 | 5 | 1857.3 | 74,292 | CSTL HIGH TRUSS | HS 32.2 | | 19 |
| M | 6688 | 1 | Hwy. 61 | HWY. 61 OVER BNSF RR | RAMSEY | 24,500 | 4 | 4 | 5 | 180 | 11,934 | CONC DECK GIRD | HS 38.1 | | 19 |
| M | 27046 | 2 | Hwy. 77 | HWY. 77 SB COLL RD OVER KILLEBREW DRIVE | HENNEPIN | 5,000 | 6 | 7 | 7 | 504.8 | 23,170 | CSTL BEAM SPAN | HS 62.0 | FC bridge built in 1988. All NBIS condition ratings are satisfactory to good. Only an overlay will be needed by 2018. See endnote 1. | 19 |
| M | 27048 | 2 | Hwy. 77 | HWY. 77 SB OFF RAMP OVER 81ST STREET | HENNEPIN | 3,450 | 7 | 7 | 7 | 525.6 | 24,170 | CSTL BEAM SPAN | HS 94.0 | FC bridge built in 1988. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1. | 19 |
| M | 27052C | 2 | Hwy. 77 | HWY. 77 NB COLL RD OVER 79TH ST & EB 494/5 RAMPS | HENNEPIN | 10,000 | 7 | 7 | 7 | 603.3 | 25,253 | CSTL BEAM SPAN | HS 46.0 | FC bridge built in 1989. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1. | 19 |
| M | 9600N | 2 | Hwy. 77 | HWY. 77 NB OVER MINNESOTA R & BLACK DOG | HENNEPIN | 47,000 | 6 | 6 | 7 | 5159.1 | 308,514 | STEEL TIED ARCH | HS 34.0 | FC bridge built in 1978. All NBIS condition ratings are satisfactory to good. Overlay will be needed by 2015. See endnote 1. | 19 |
| M | 9600S | 2 | Hwy. 77 | HWY. 77 SB OVER MINNESOTA R & BLACK DOG | HENNEPIN | 47,000 | 6 | 6 | 7 | 5184.7 | 310,045 | STEEL TIED ARCH | HS 34.0 | FC bridge built in 1978. All NBIS condition ratings are satisfactory to good. Overlay will be needed by 2015. See endnote 1. (Cost incl w Br 9600N) | 19 |
| M | 27728 | 2 | I 94 | I 94 NB ON RAMP OVER GLENWOOD AVE & RR | HENNEPIN | 7,100 | 6 | 6 | 6 | 1475.2 | 64,614 | CSTL BEAM SPAN | HS 42.5 | FC bridge built in 1978. All NBIS condition ratings are satisfactory. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1. | 19 |
| M | 27842 | 2 | I 94 | I 94 WB ON RAMP OVER I 94 & HWY. 65 | HENNEPIN | 20,000 | 4 | 4 | 6 | 534.1 | 13,566 | C CONC BOX GIRD | HS 36.0 | | 19 |
| M | 27861 | 2 | I 94 | I 94 WB OFF RAMP OVER CP RAIL & CITY ST | HENNEPIN | 11,000 | 4 | 5 | 4 | 268 | 6,888 | CSTL BEAM SPAN | HS 31.6 | | 19 |
| M | 27726B | 2 | I 94 | I 94 SB OFF RAMP OVER LYNDAL AVE N & RR | HENNEPIN | 10,900 | 6 | 6 | 7 | 1099.6 | 28,919 | CSTL BEAM SPAN | HS 44.0 | FC bridge built in 1979. All NBIS condition ratings are satisfactory to good. Overlay will be needed by 2018. See endnote 1. | 19 |
| M | 27727B | 2 | I 94 | I 94 SB ON RAMP OVER GLENWOOD AVE & RR'S | HENNEPIN | 8,000 | 6 | 6 | 6 | 1896.25 | 54,542 | PRESTR BEAM SPAN | HS 40.0 | FC bridge built in 1978. All NBIS condition ratings are satisfactory. Overlay will be needed by 2018. See endnote 1. | 19 |
| M | 27799R | 2 | I 94 | I 94 EB ON RAMP OVER LYNDAL AVE SB | HENNEPIN | 25,400 | 6 | 7 | 7 | 783.7 | 29,470 | CSTL BEAM SPAN | HS 42.0 | FC bridge built in 1989, remodeled in 1987. NBIS condition ratings are satisfactory. Normal maintenance planned for the next 10 years. Paint and re-deck will be needed beyond 2018. | 19 |
| M | 5598 | 2 | Hwy. 100 | MINNETONKA BLVD OVER HWY. 100 | HENNEPIN | 19,100 | 4 | 4 | 5 | 163.6 | 12,794 | CONC DECK GIRD | HS 40.1 | Cost incl w/ Br 5462 project. Condition is satisfactory | 19 |
| M | 27789 | 2 | Hwy. 100 | HWY. 100 SB CD OVER SB CD RP & FRNT RD | HENNEPIN | 2,000 | 6 | 6 | 7 | 966.6 | 38,228 | CSTL BEAM SPAN | HS 70.0 | FC bridge built in 1989. All NBIS condition ratings are fair to good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1. | 19 |
| M | 27791 | 2 | Hwy. 100 | HWY. 100 SB ON RAMP OVER GLENWOOD AVE TO SB 100 | HENNEPIN | 2,000 | 7 | 7 | 7 | 495 | 13,910 | CSTL BEAM SPAN | HS 55.0 | FC bridge built in 1989. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1. | 19 |
| M | 62090 | 2 | Hwy. 149 | HWY. 149 (SMITH AVE) OVER MISSISSIPPI R & RAILROAD | RAMSEY | 18,000 | 6 | 7 | 7 | 2769.7 | 150,395 | CSTL TIED ARCH | HS 42.0 | Built in 1986 (see endnote 1) and built with a redundant system for FC tie girder. | 19 |
| M | 6347 | 2 | Hwy. 243 | HWY. 243 (OSCEOLA) OVER ST CROIX RIVER | CHISAGO | 7,600 | 6 | 6 | 7 | 674 | 23,051 | STEEL DECK TRUSS | HS 19.5 | Border bridge with Wisconsin. With planned repairs of deck overlay, paint and steel repairs, bridge will perform safely for next 20 years. | 19 |
| M | 6630 | 1 | Hwy. 280 | HENNEPIN AVENUE OVER MT RAIL | RAMSEY | 16,000 | 4 | 4 | 5 | 96.5 | 6,388 | CONC SLAB SPAN | HS 26.6 | | 19 |
| M | 6738 | 1 | Hwy. 280 | LARPEN TEUR (COUNTY ROAD 30) OVER HWY. | RAMSEY | 13,500 | 4 | 4 | 4 | 150.2 | 10,259 | CONC DECK GIRD | HS 41.0 | Cost incl w/ Br 6630 project. | 19 |
| M | 27753 | 2 | I 394 | I 394R RAMP OVER NB HWY. 100 TO 394 HOV EB | HENNEPIN | 7,600 | 7 | 7 | 7 | 520 | 13,572 | CSTL BEAM SPAN | HS 48.0 | FC bridge built in 1988. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1. | 19 |
| M | 27788 | 2 | I 394 | I 394 EB ON RAMP OVER HWY. 100 NB ON RAMP | HENNEPIN | 4,500 | 7 | 7 | 7 | 288.6 | 7,590 | CSTL BEAM SPAN | HS 56.0 | FC bridge built in 1989. All NBIS condition ratings are good. Normal maintenance planned for the next 10 years. Paint and overlay will be needed beyond 2018. See endnote 1. | 19 |

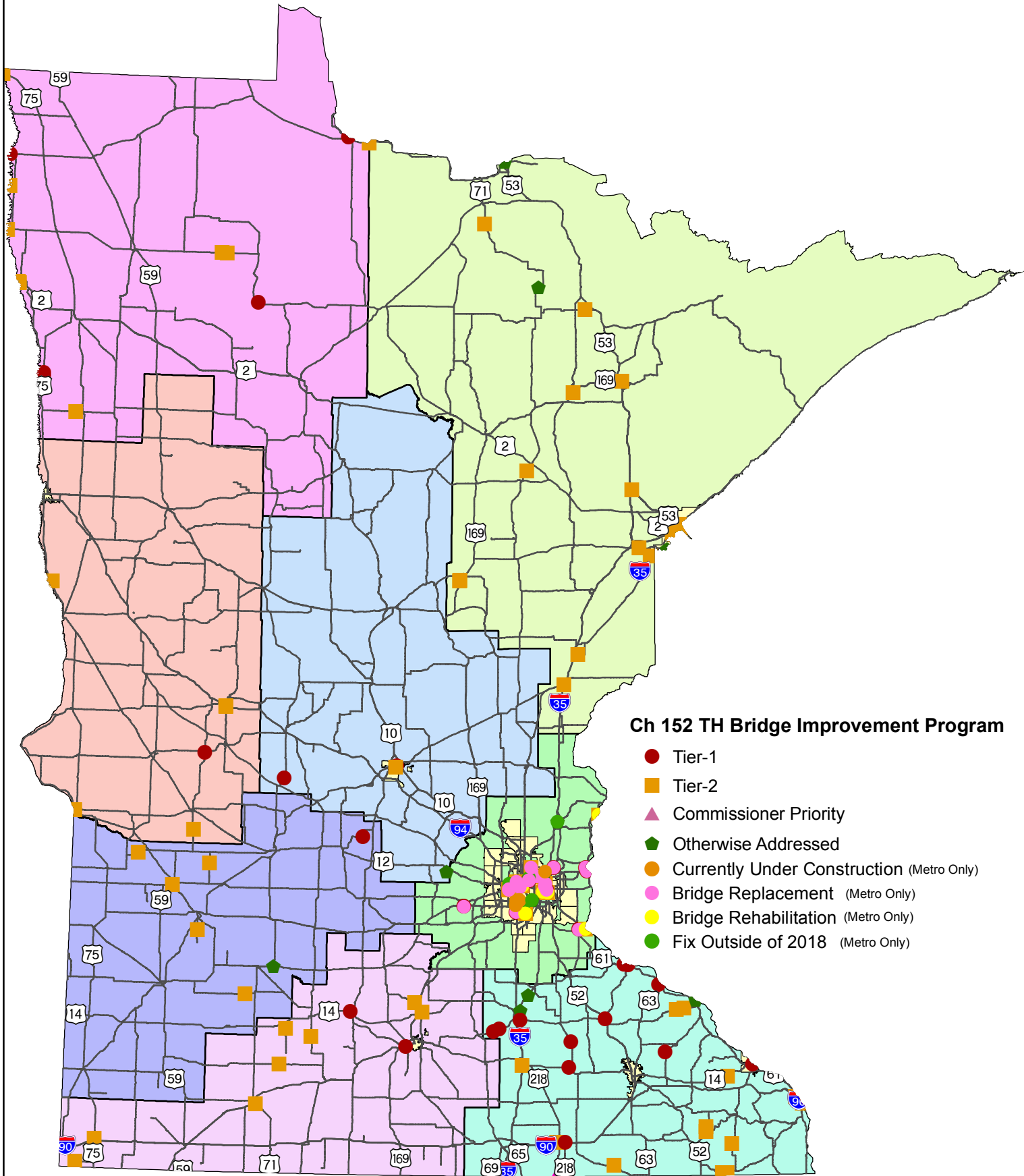
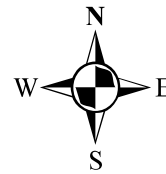
CHAPTER 152 BRIDGE INVENTORY REPORT
Fracture Critical and Structurally Deficient Trunk Highway Bridges as of March 1, 2008 (Revised April 23, 2008)

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

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



Chapter 152 TH Bridge Improvement Program

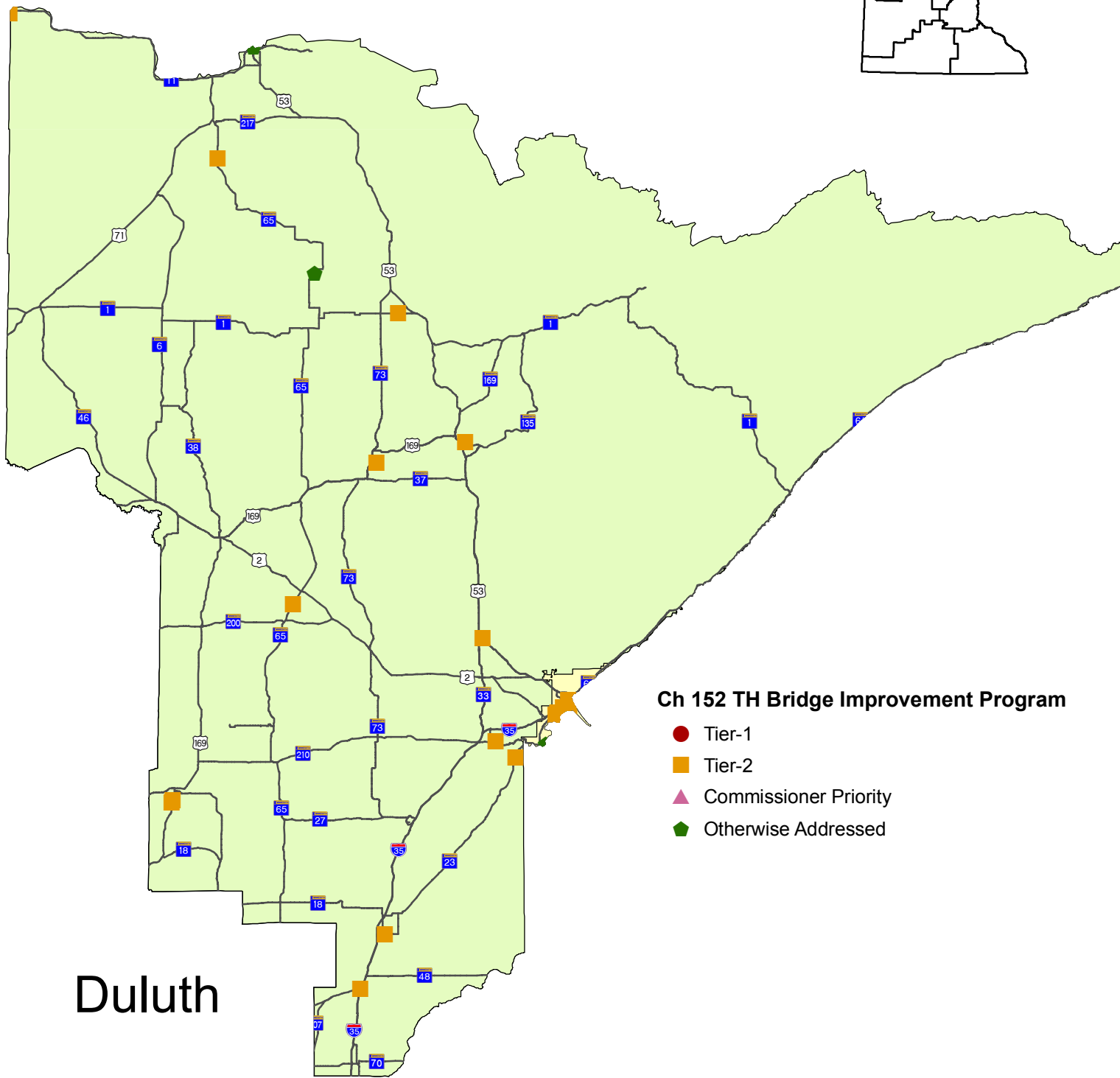
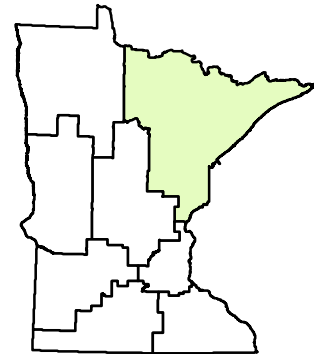
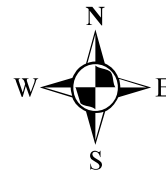


Ch 152 TH Bridge Improvement Program

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



Chapter 152 TH Bridge Improvement Program District 1

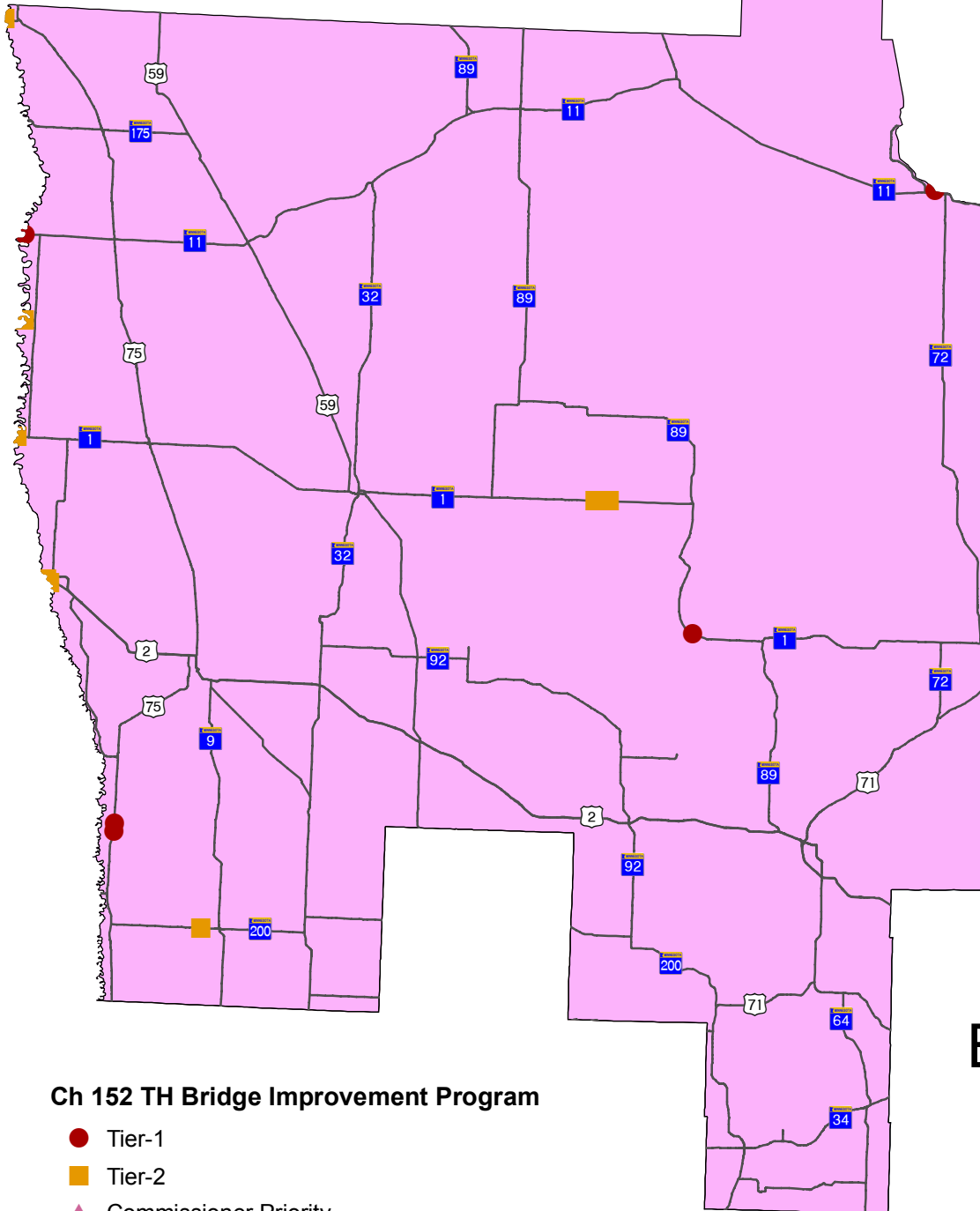
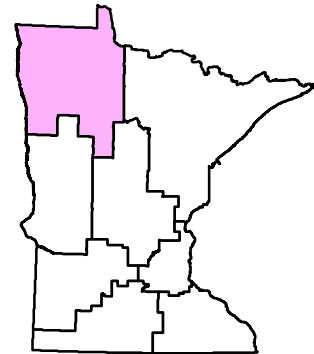
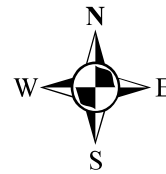


Ch 152 TH Bridge Improvement Program

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



Chapter 152 TH Bridge Improvement Program District 2



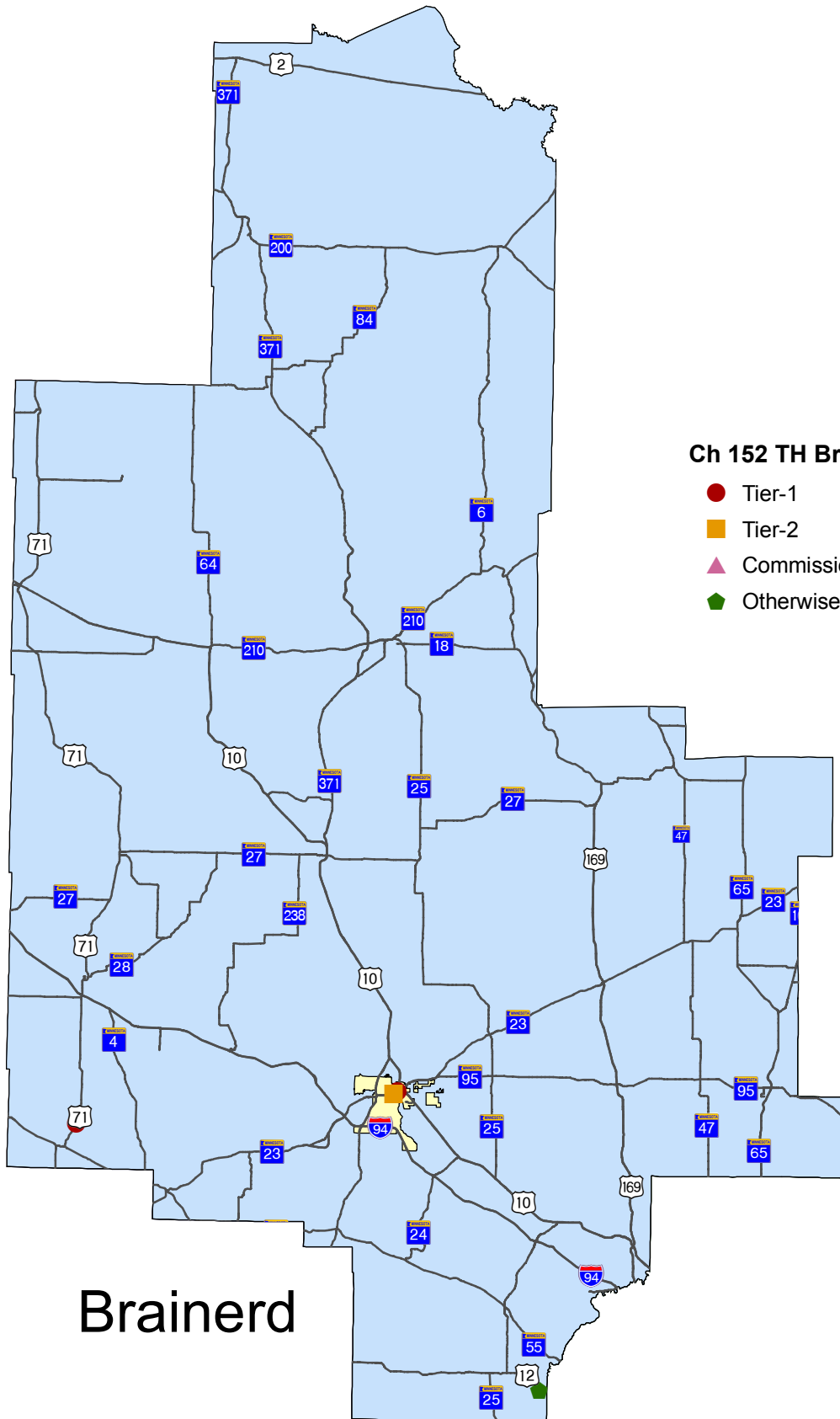
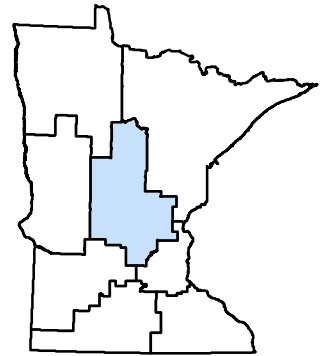
Bemidji

Ch 152 TH Bridge Improvement Program

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



Chapter 152 TH Bridge Improvement Program District 3



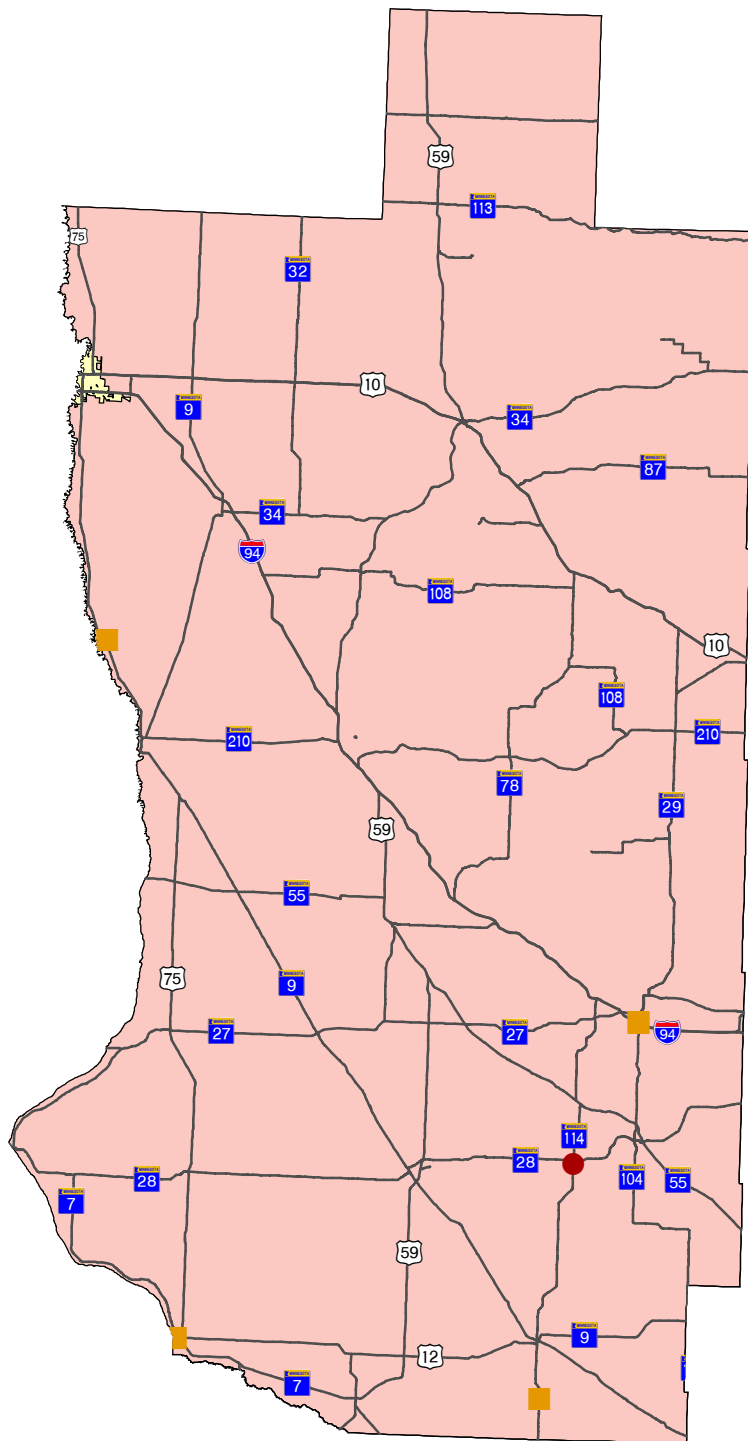
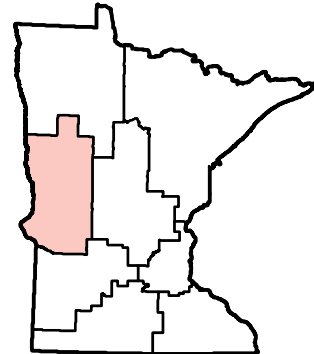
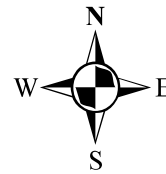
Ch 152 TH Bridge Improvement Program

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

Brainerd



Chapter 152 TH Bridge Improvement Program District 4



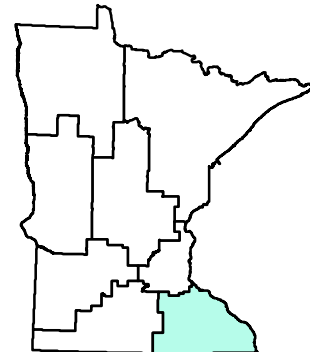
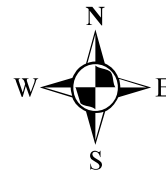
Ch 152 TH Bridge Improvement Program

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

Detroit Lakes

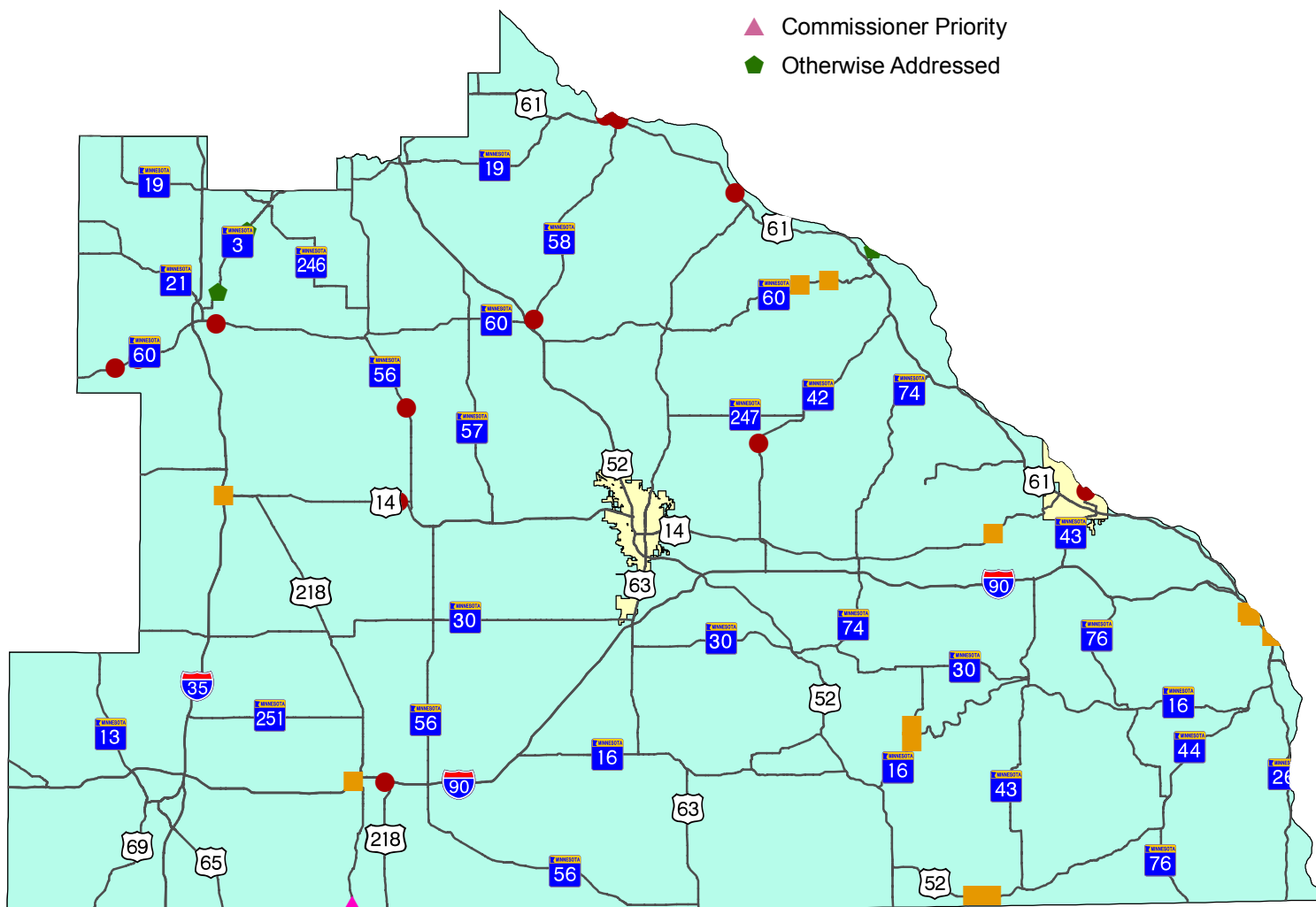


Chapter 152 TH Bridge Improvement Program District 6



Ch 152 TH Bridge Improvement Program

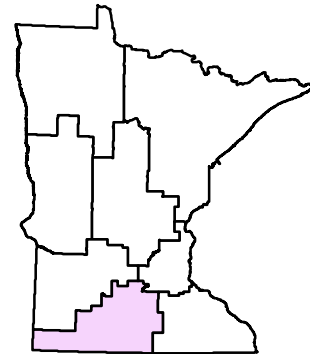
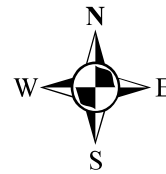
- Tier-1
- Tier-2
- ▲ Commissioner Priority
- ◆ Otherwise Addressed



Rochester

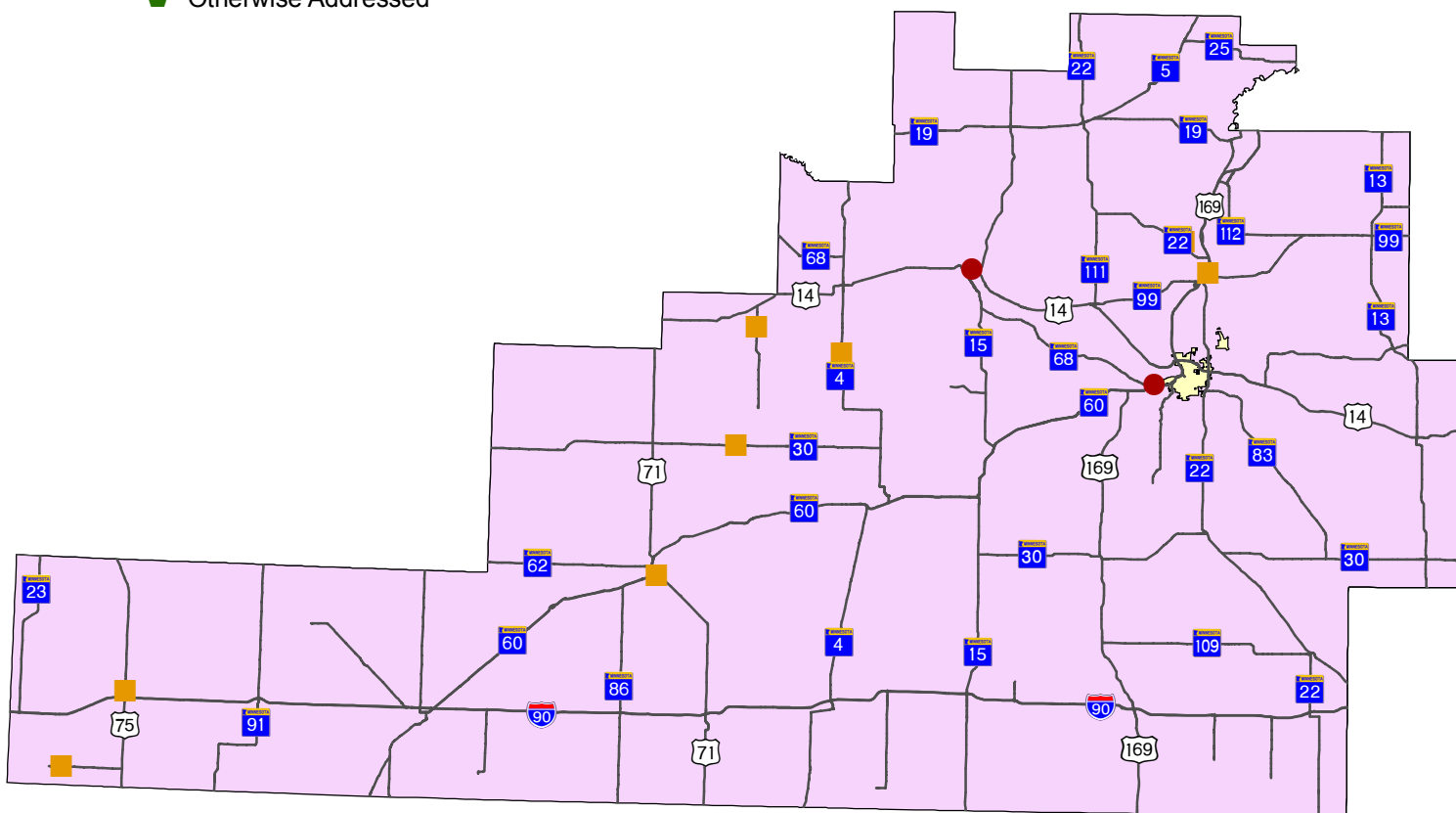


Chapter 152 TH Bridge Improvement Program District 7



Ch 152 TH Bridge Improvement Program

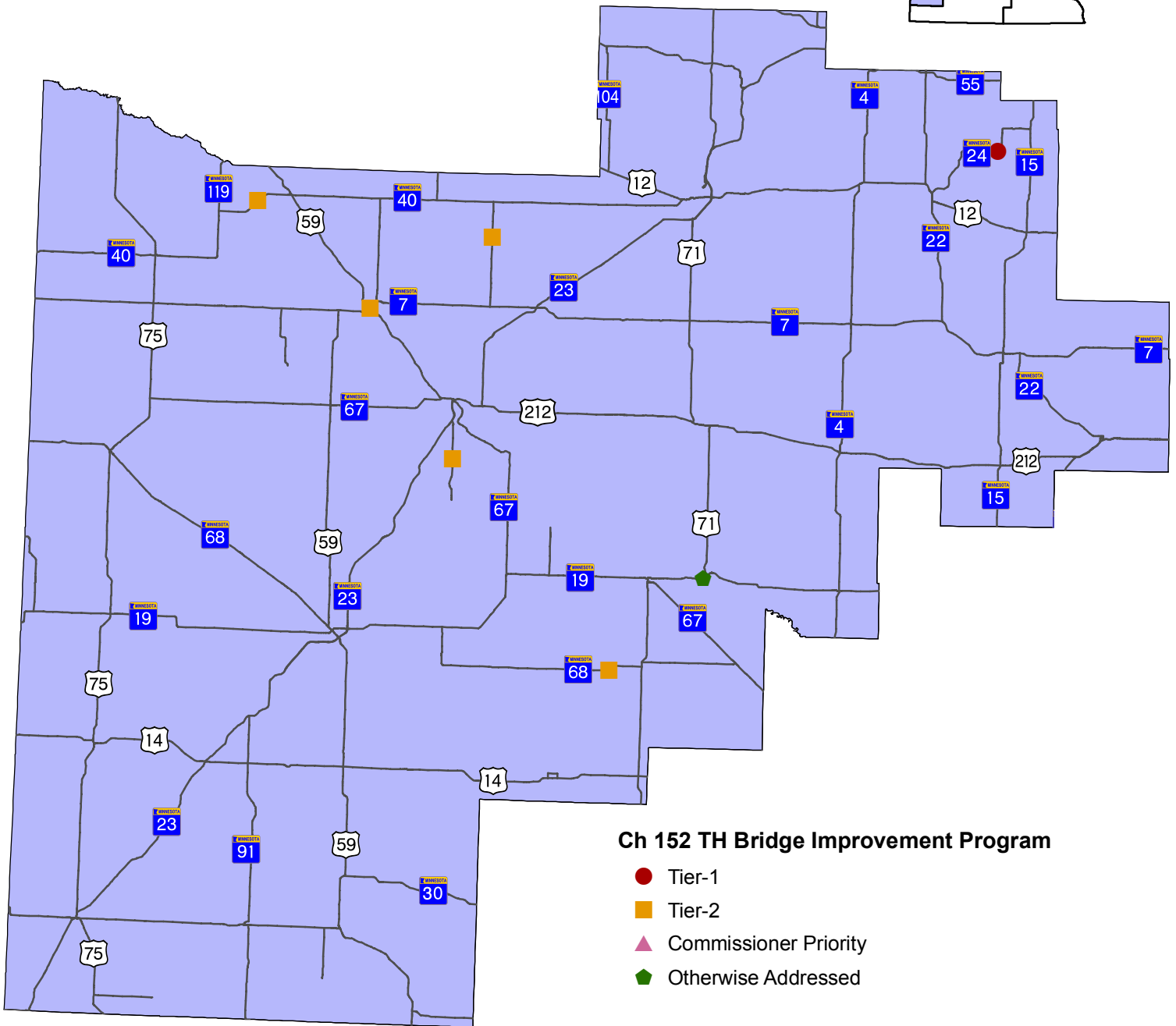
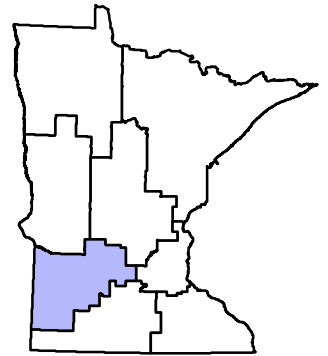
- Tier-1
- Tier-2
- ▲ Commissioner Priority
- ◆ Otherwise Addressed



Mankato



Chapter 152 TH Bridge Improvement Program District 8



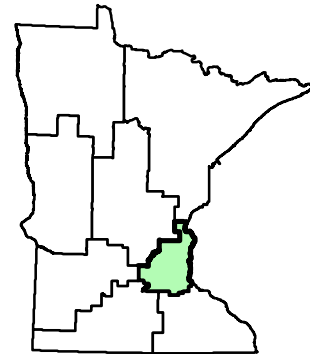
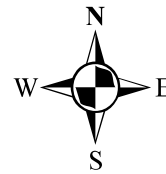
Ch 152 TH Bridge Improvement Program

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

Willmar

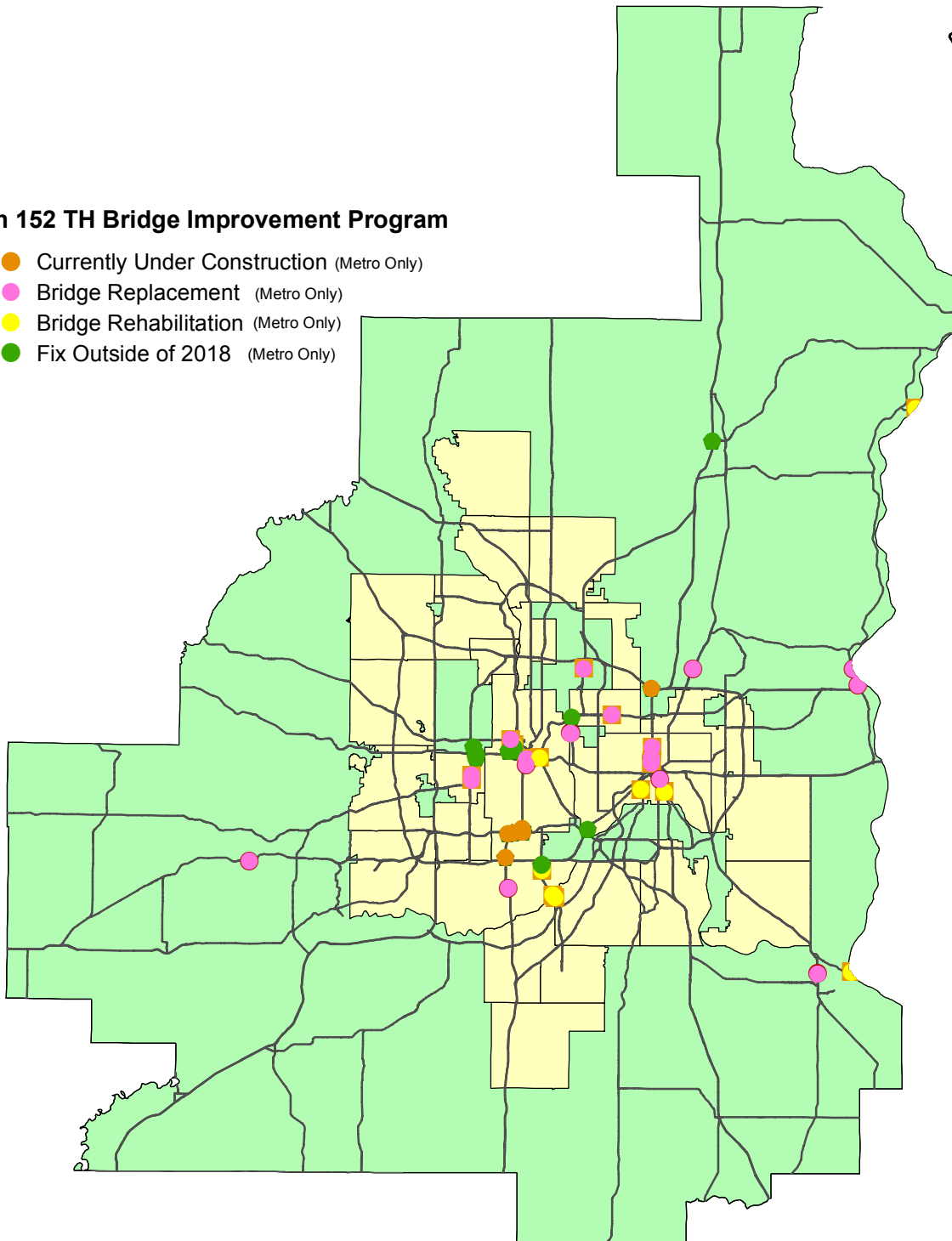


Chapter 152 TH Bridge Improvement Program Metro



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