DEPARTMENT OF TRANSPORTATION
395 John Ireland Boulevard
Saint Paul, Minnesota 55155

January 15, 2019

The Honorable Frank Hornstein, Chair
House Transportation Finance & Policy Committee
545 State Office Building
Saint Paul, MN 55155

The Honorable Scott Newman, Chair
Senate Transportation Finance & Policy Committee
3105 Minnesota Senate Building
Saint Paul, MN 55155

The Honorable Paul Torkelson, GOP Lead
House Transportation Finance & Policy Committee
251 State Office Building
Saint Paul, MN 55155

The Honorable Scott Dibble
Ranking Minority Member
Senate Transportation Finance & Policy Committee
2213 Minnesota Senate Building
Saint Paul, MN 55155

RE: 2019 Final Trunk Highway Bridge Improvement Program Report

Dear Legislators:

I am pleased to present the Minnesota Department of Transportation's Trunk Highway Bridge Improvement Program report as required by Minnesota Statute 165.14, Subd. 6. This is the final report because the program expired on June 30, 2018.

MnDOT works to provide a safe, reliable and sustainable transportation system. By providing funding, the trunk highway bridge improvement program helped MnDOT accelerate the repair or replacement of many of the state's bridges.

Please do not hesitate to contact me if you have any questions about this report, or you can contact Amber Blanchard in MnDOT's Bridge Office at amber.blanchard@state.mn.us or 651 366-4504.

Sincerely,

Margaret Anderson Kelliher

Margaret Anderson Kelliher
Commissioner

DEPARTMENT OF TRANSPORTATION

2019 Final Report on the

Trunk Highway Bridge Improvement Program: Chapter 152

January 2019

Prepared by:

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Contents

Legislative Request

This report is issued to comply with Minnesota Statutes 165.14, subdivision 6.

165.14 TRUNK HIGHWAY BRIDGE IMPROVEMENT PROGRAM.

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. Bridges that are not originally included in the program and additional bridges identified for contract after the trunk highway bridge improvement program concludes on June 30, 2018, must be prioritized according to subdivision 7.

(d) All bridge projects funded under this section in fiscal year 2012 or later must include bicycle and pedestrian accommodations if both sides of the bridge are located in a city or the bridge links a pedestrian way, shared-use path, trail, or scenic bikeway.

Bicycle and pedestrian accommodations would not be required if:

(1) a comprehensive assessment demonstrates that there is an absence of need for bicycle and pedestrian accommodations for the life of the bridge; or

(2) there is a reasonable alternative bicycle and pedestrian crossing within one-quarter mile of the bridge project.

All bicycle and pedestrian accommodations should enable a connection to any existing bicycle and pedestrian infrastructure in close proximity to the bridge. All pedestrian facilities must meet or exceed federal accessibility requirements as outlined in Title II of the Americans with Disabilities Act, codified in United States Code, title 42, chapter 126, subchapter II, and Section 504 of the Rehabilitation Act of 1973, codified in Untied States Code, title 29, section 794.

(e) 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.

Subd. 7. Prioritization of subsequent trunk highway bridge projects. The trunk highway bridge improvement program described in subdivisions 1 through 6 concludes on June 30, 2018, and applies to bridge projects identified at the inception of the program. Additional bridges that did not qualify for the initial trunk highway bridge improvement program under the tiered classification system that may subsequently need repair or replacement must be prioritized as follows:

(1) the commissioner shall develop a prioritization method for scheduling bridge repairs and replacements that will include consideration of the risk of service interruption resulting in temporary road closures or restrictions of existing bridges;

(2) the prioritization system must consider factors including but not limited to bridge condition, age, load capacity, type of bridge, susceptibility to flood damage, fracture-critical design features, traffic volume, detour length, and functional classification of highway route;

(3) the prioritization system must be utilized in conjunction with department knowledge of the bridge infrastructure to establish the repair and replacement program; and

(4) the commissioner shall establish a risk-based prioritization system no later than February 1, 2011.

The cost of preparing this report is less than $5,000.

Summary

Purpose and Scope of the Report

The Trunk Highway Bridge Improvement Program Report, the 10th and final edition, is submitted as required by Minn. Stat. 165.14. The information in this report is current as of November 2018.

All of the bridge projects in this report are part of a master bridge list developed on March 1, 2008 (revised on April 23, 2008) identifying 172 bridges that met the criteria established in Laws of Minnesota 2008, Chapter 152. This program focuses on those bridges classified as either structurally deficient or fracture critical.

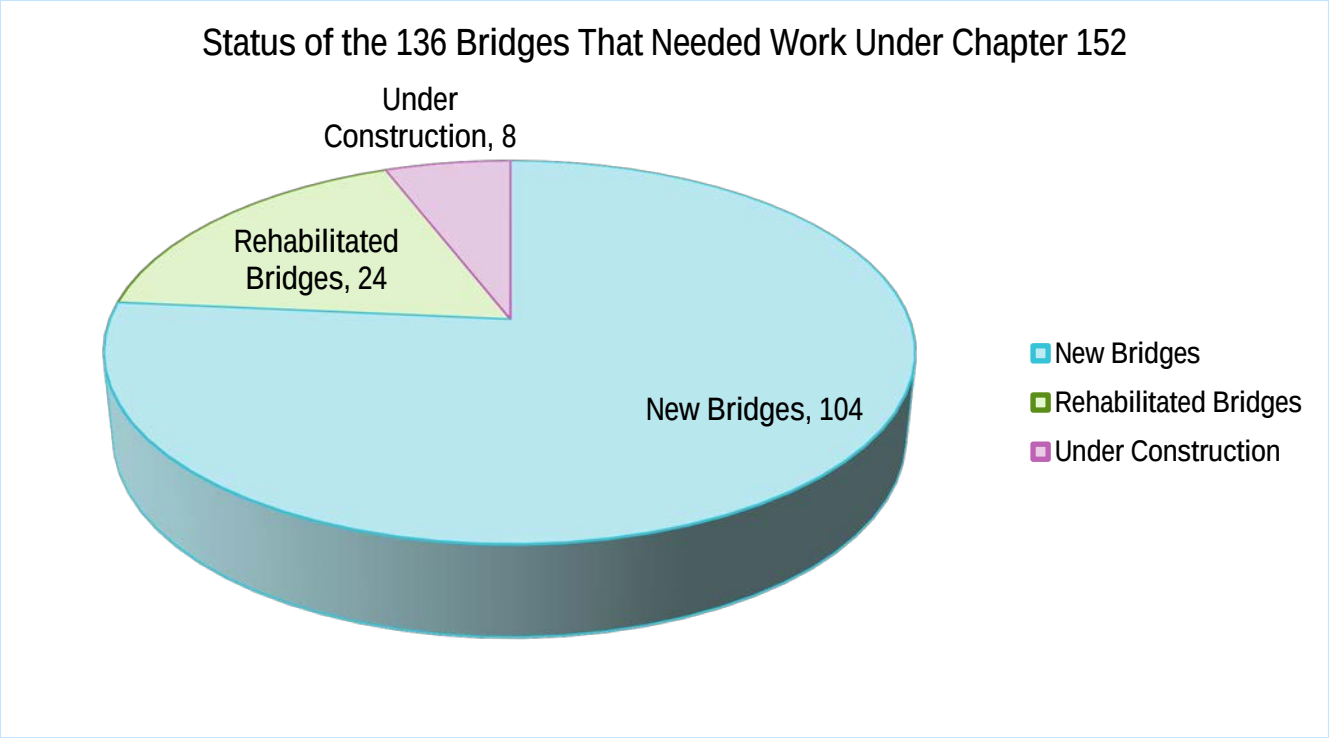
Of the 172 bridges identified as part of the Chapter 152 program, 136 bridges were under contract to be replaced or rehabilitated by June 30, 2018. The remaining bridges were either under construction at the time the program was established; classified as "Tier 3" under the priority system and were not required to be funded as part of the program (although many were already programmed for work); privately owned; or deemed in good working order and only in need of routine maintenance until after June 30, 2018.

Project Status

The status of the 172 bridges is as follows:

- 128 bridges are substantially complete, 104 are new bridges and 24 are bridge rehabilitation projects.
- 8 bridges are under construction and will be completed between 2019 and 2021.
- 33 bridges only needed routine maintenance or minor repairs during the Chapter 152 program years.
- 2 bridges are privately owned.
- 1 bridge is closed to traffic and therefore did not receive any work under Chapter 152.

Figure 1: Chart with status of bridges identified under Chapter 152 for replacement or rehabilitation



NOTE: The graph displays the project status of 136 bridges identified under Chapter 152 program that needed work

Accomplishments

The collapse of the Interstate 35W Bridge in Minneapolis on Aug. 1, 2007 put an immediate spotlight on the condition of all Minnesota's bridges. In 2008, it was determined that 3.2 percent of the state's bridges were structurally deficient, or in poor condition, exceeding MnDOT's trunk highway bridge condition target of 2 percent or less. MnDOT identified 172 bridges that were structurally deficient, fracture critical or in poor condition. In 2008, the Legislature created the Chapter 152 Bridge Improvement Program to provide funds to rehabilitate or reconstruct those bridges that fell below the "fair" target.

The 172 bridges identified were separated into one of three tiers. The funding provided through the Chapter 152 program replaced or rehabbed 136 of the 172 originally identified bridges. Of the 36 remaining, three are privately owned or no longer on the trunk highway system and 33 received normal maintenance and/or minor repairs. Many of the 33 bridges that only had minor work or repairs during the Chapter 152 program years are scheduled to be replaced, rehabbed or have major repairs within the next 10 years. The Chapter 152 program helped to improve the overall bridge condition across the state. Now, Minnesota is meeting the bridge condition target and as of 2017 is at 1.4 percent.

To date, more than $1 billion has been spent on these bridges with eight bridges still in construction. MnDOT's expenditures (where available) for each bridge have been identified in Appendix C.

MnDOT had seen a steady decline in the number of fracture critical bridges from 2002 to 2007, however the Chapter 152 program reduced that number even further from 71 bridges in 2007 to 51.

Tier System

The legislation created a tier system to prioritize bridges based on each bridge's overall condition and usability. All bridges inventoried are classified as a Tier 1, Tier 2 or Tier 3 bridge, where Tier 1 is the highest priority. 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 beginning bridge projects in a lower tier. This can occur at any stage in the project development process—during bid solicitation, contract negotiations, construction or completion.

- Tier 1: Any bridge with 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.
- Tier 2: 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.
- Tier 3: 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 Transportation System Management met with all MnDOT districts at the time the program was established to review the Tier 1 and Tier 2 bridge projects. Together, they identified the needed improvements for each bridge, such as rehabilitation, redeck, minor maintenance or replacement.

The outcome of those meetings provided information to the districts to determine project scopes, cost estimates and preliminary construction dates associated with the identified bridge improvements. The project

scopes and cost estimates for the bridge projects were completed in December 2008 and are updated annually. There are several major bridges included in this program where ownership is shared with Canada, Wisconsin or North Dakota. For the purposes of this report, only Minnesota's cost share of those bridges is reported.

Figure 2: The number of bridges under Chapter 152 and assigned tier

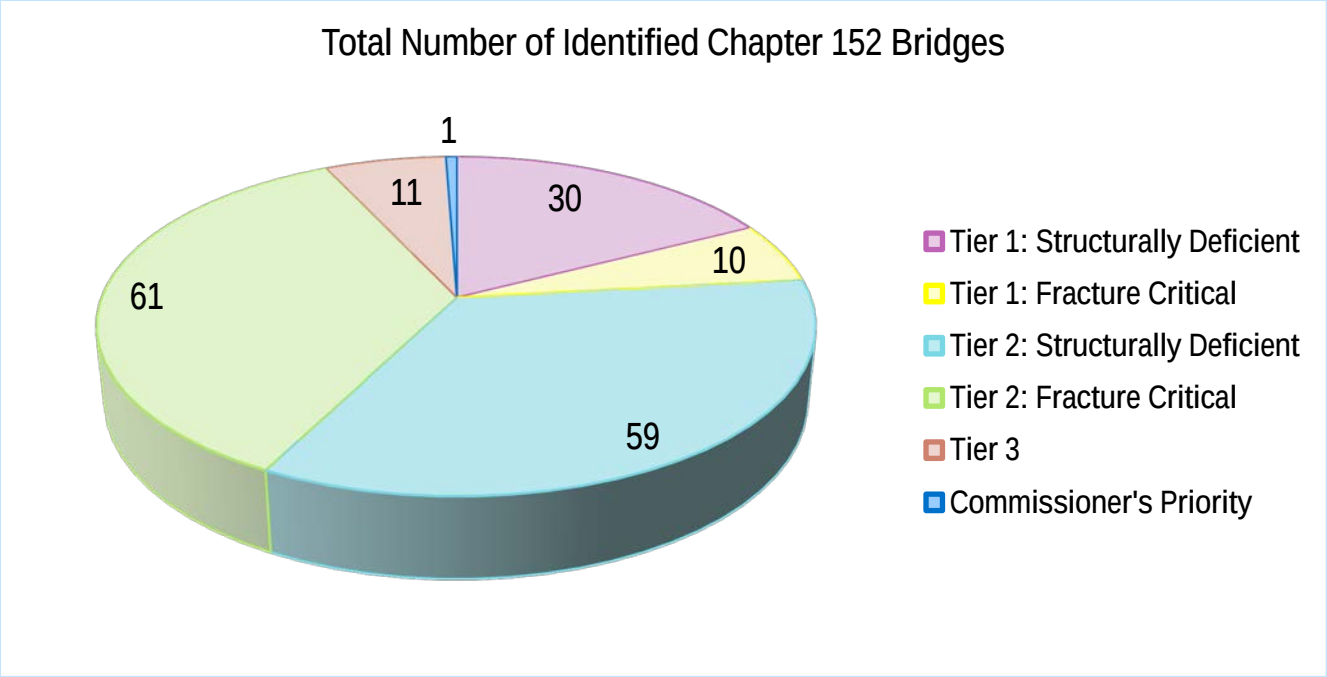
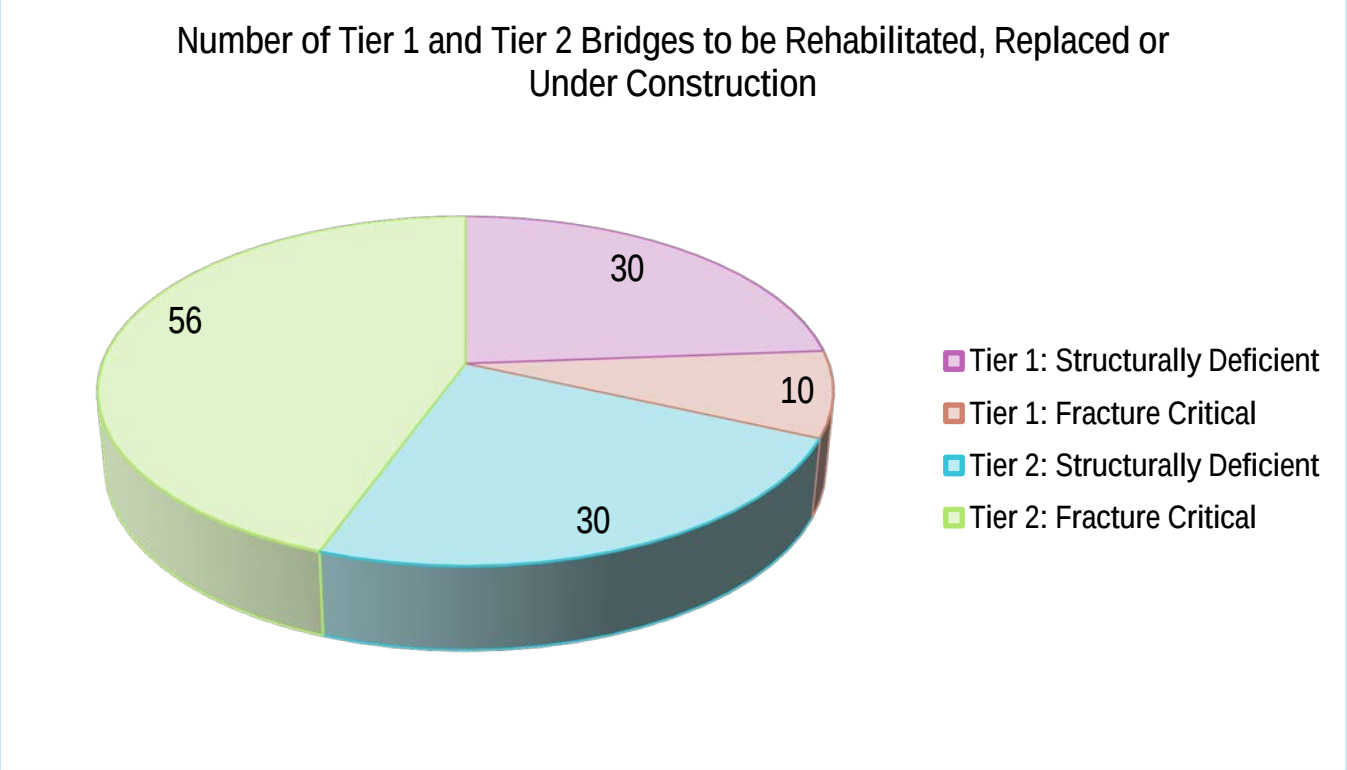


Figure 3: Number of Tier 1 and Tier 2 Bridges



NOTE: Tier 3 bridges are not represented in above diagram

Chapter 152 Bridge Inventory

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

- Bridge number
- County
- MnDOT 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 notes on the bridge regarding history of bridge maintenance and inspection report findings, engineering judgments about the safety or condition of the bridge, or any other factors specifically identified by the commissioner

Each project within the four-year STIP has a total project cost estimate associated with it. Projects planned for years beyond the STIP time frame have a total project cost estimate range identified.

In accordance with Minn. Stat. 165.14, MnDOT accomplished the following by June 30, 2018:

- Tier 1: All 10 fracture critical bridges are replaced, renovated or under construction.
- Tier 1: All 30 of the structurally deficient bridges that are not fracture critical are replaced, renovated or under construction.
- Tier 2: Of the 61 fracture critical bridges, 12 have been replaced. Of the remaining fracture critical bridges, 18 have been repaired or renovated, two are privately owned, and one does not carry trunk highway traffic. The remaining Tier 2 fracture critical bridges that are not being repaired or replaced within this 10-year program performed well and only need routine maintenance. Some of these bridges are planned for rehabilitation or replacement just beyond 2018.
- Tier 2: Of the 59 structurally deficient bridges, all are replaced, repaired or under construction based on load posting status, maintenance history, condition and sufficiency ratings.
- Tier 3: Of the 11 structurally deficient bridges, replacements were prioritized based on load posting status, maintenance history and condition ratings.
- Commissioner's Priority: One load-posted bridge (neither structurally deficient nor fracture critical) was added to this program as a commissioner's priority.

- Additional bridges that become structurally deficient during the next decade will be programmed for replacement or repair, as funding allows.

Assumptions that may have affected the Chapter 152 Bridge Program include:

- The current appropriation schedule for bond funds during the 10-year program did not match the current schedule for bridge improvements, creating a negative balance in the program. Redistribution of bond appropriations was needed to match the bridge schedule and estimates.
- The current projections of inflation rates used to calculate cost estimates to the year of construction or the mid-year of construction for multi-year, large-scale bridges. There were 13 large-scale bridges identified in the inventory. The inventory spreadsheet for these bridges is Appendix A. TH 99 over the Minnesota River in St. Peter and Sorlie Bridge (US 2B over the Red River in East Grand Forks) were rehabilitated in-place and were then no longer considered large-scale bridge projects.
- Schedule changes for any individual large-scale bridge may have required a shift in the overall bridge project schedule for one or more of the other large-scale bridges.
- Current bridge conditions were used to develop this program. Significant changes in bridge conditions may have affected the order and magnitude of funding needed to deliver this program.

Scheduling

Projects were scheduled using these priorities:

1. Bridge projects currently programmed in the 2018-21 STIP will be delivered as planned.

2. Large-scale bridges were scheduled based on bond availability, project readiness, remaining bridge life and condition.

3. Remaining bridges were replaced in order of tiers and generally ranked by these priorities:

    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)

Requirements and Recommendations for Changes

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

Under subdivision 3, the program required the commissioner to develop an inventory of bridges on the trunk highway system that were classified as fracture critical or structurally deficient, or constituted a priority project. When determining whether a bridge was a priority project, the commissioner could consider national bridge inventory condition codes, bridge classification (such 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. The funding provided under this program helped to close the funding gap and accelerated the replacement or rehabilitation of structurally deficient bridges.

Newer Fracture Critical Bridges

Only certain fracture critical bridges were programmed or planned for replacement within the time frame of this program. 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 provided resistance to fatigue. A Fracture Control Plan published in 1978 by the American Association of State Highway and Transportation Officials also served as a guide for fabricating bridges using improved welding techniques for assembly. Many of these bridges only needed regularly scheduled maintenance or minor repairs within the time frame of this program and were not recommended for replacement until they near the end of their usable life. For this reason, the commissioner took a broad interpretation of the legislation to allow specific bridges to remain in service if the reasons were documented.

Historic Fracture Critical Bridges

MnDOT coordinated with the Federal Highway Administration to implement the Historic Fracture Critical Bridge program. Under Section 106 of the National Historic Preservation Act, older fracture critical bridges eligible for the National Register of Historic Places required an in-depth study of the feasibility of rehabilitating these bridges prior to moving forward with a replacement project. As a part of these rehabilitation feasibility studies, MnDOT examined the potential for retrofitting fracture critical structures in order to provide load path redundancy. This was feasible for some types of fracture critical bridges. In other cases, such as truss bridges, the retrofit options examined did not provide designs that yield the 50-year service life expected from such a

large investment. Additionally, some of the options examined would have created visual impacts that rendered the structure ineligible for the National Register. As with the newer fracture critical bridges described above, historic fracture critical bridges were also considered as candidates for continued service.

Tier System

Prioritization parameters under Minn. Stat. 165.14, subd. 4 required the commissioner to classify all bridges in the program into Tier 1, Tier 2 or Tier 3, with Tier 1 as the highest priority tier. Before beginning a bridge project prioritized within either Tier 2 or Tier 3, all bridge projects within Tier 1 had to be funded in the approved STIP. The Tier 1 projects had to be in some stage of the project development process, including bid solicitation, contract negotiation, under construction or completed.

The commissioner could identify projects within the lower tiers with special circumstances and decide to prioritize those projects ahead of Tier 1 bridges. The prioritizing criteria laid out in the legislation used much of the same criteria the commissioner used to prioritize bridges before the legislation was passed, except that the commissioner had not previously categorized bridges in tiers. Since the Chapter 152 program was implemented, MnDOT found the tier system workable and had no changes to suggest regarding its adequacy and efficacy.

Prioritization of Subsequent Trunk Highway Bridge Projects

Assessing Risk

Legislation passed during the 2010 session required expansion of the current planning process to include risk-based criteria for project identification outside of the Chapter 152 Bridge Improvement Program. The intent of introducing risk assessments was to provide a comprehensive look at factors that affect the likelihood of a service interruption and impacts of an interruption to the traveling public. The risk assessment process considered the following factors:

- Condition of the deck
- Condition of the superstructure
- Condition of the substructures
- Fatigue in steel structures
- Fracture criticality
- Scour susceptibility
- Geometric factors
- Special vulnerabilities
- Traffic volume
- Heavy commercial traffic
- Detour length
- Highway classification

MnDOT developed a process called Bridge Replacement and Improvement Management to incorporate the risk assessment tool. BRIM was developed and calibrated for use in the planning of bridge improvements and replacements. The BRIM process consists of three steps:

- Identifying improvement needs
- Ranking each bridge based on the bridge planning index
- Conducting an expert review

Improvement needs were developed based on bridge inspection and inventory data for each individual bridge using the expected deterioration of each bridge. The result was a draft list of bridge needs, including cost and schedule.

The next step incorporated the bridge planning index, or BPI, which applied the principles of risk assessment to the planning process and included the factors mentioned previously. The BPI rated each individual bridge from 0 (highest priority) to 100 (lowest priority).

The last step in the BRIM process was the expert review with the MnDOT district offices. This step provided an opportunity for local experts with a more intimate knowledge of the bridges to ensure projects were programmed appropriately based on the local transportation needs, scope and schedule.

The expert review process was further refined by meeting with the MnDOT districts and making final changes based on the feedback collected. The updated bridge improvement needs were used as a basis for planning investments in state trunk highway bridges.

Statewide Performance Program & District Risk Management Program

For many years, MnDOT allocated a large portion of revenue to its eight districts to progress towards performance targets and key objectives and to address district-specific risks. Since the passage of MAP-21 in 2012, federal policy and performance requirements direct the majority of federal funds to the National Highway System. This continued in the newest federal transportation legislation, Fixing America's Surface Transportation Act of 2015, otherwise known as the FAST Act. Continuing to allocate most revenue to the eight districts might not meet NHS targets in an optimal way. Further, MnDOT must carefully manage the risk that the condition of state highways and bridges might negatively affect Minnesota's bond rating. Therefore, MnDOT developed the Statewide Performance Program and District Risk Management Program to respond to these changes.

Project selection in both programs, SPP and DRMP, continues to require coordination with local and regional units of government and the eight Area Transportation Partnerships, as well as outreach and information sharing with other stakeholders and the general public.

The SPP focuses on federal performance conditions, which require MnDOT to make progress towards pavement, bridge, safety and congestion performance targets. A failure to do so may result in the loss of some federal funding flexibility. MnDOT's functional and district offices work collaboratively to select appropriate projects. These projects focus on existing pavement conditions- bridges, roadside infrastructure rehabilitation and replacement, and it includes some lower cost, high-benefit projects to improve safety and mobility.

The DRMP focuses on non-NHS highways and addresses unique conditions at the district level. Revenue is allocated to the districts to identify and prioritize projects in this program; however, project selections are evaluated across districts in a collaborative process to ensure each district is balancing district-level risks and making progress towards statewide goals. Projects focus on pavement, bridge, roadside infrastructure, safety and mobility.

Bicycle and Pedestrian Accommodations

During the 2010 session, legislation passed requiring all bridge projects funded under the Chapter 152 program in fiscal year 2012 or later to include bicycle and pedestrian accommodations. The requirement applies if both sides of the bridge are located within a municipality or if the bridge links a pedestrian way, shared-use path, trail or scenic bikeway. Bicycle and pedestrian accommodations are not required if a comprehensive assessment demonstrates there is no need or there is a reasonable alternative within one-quarter mile of the bridge project. Bicycle and pedestrian accommodations were implemented consistent with legislative requirements.

Appendix A: Status of Large-Scale Bridge Projects

Name/Location	County	District	Bridge No.	Status
DeSoto, in St. Cloud; TH23 over Mississippi River & Riverside Dr.	Stearns	3	6748	Replacement complete
Robbin-Drayton; TH11 over Red River of the North	Kittson	2	6690	Replacement complete
Hastings; US61 over the Mississippi River, RR, Streets	Dakota	Metro	5895	Replacement complete
Lafayette; US52 over the Mississippi River, RR & Streets	Ramsey	Metro	9800	Replacement complete
Dresbach; I-90 over the Mississippi River	Winona	6	9320	Replacement complete
*St. Peter; TH99 over the Minnesota River**	*LeSueur*	*7*	*4930*	*Rehabilitation complete**
Cayuga; I-35 over Cayuga Street & BNSF RR	Ramsey	Metro	6515	Replacement complete
St. Croix River Crossing in Stillwater; TH36 over the St. Croix River	Washington	Metro	4654	Replacement complete
Winona; TH43 over the Mississippi River, RR, Streets	Winona	6	5900	Rehabilitation underway and new bridge complete
*Sorlie Bridge, E Grand Forks; US 2B over the Red River of the North**	*Polk*	*2*	*4700*	*Rehabilitation complete**
TH72 over the Rainy River in Baudette	Lake of the Woods	2	9412	Replacement underway
Red Wing; US63 over Mississippi River & CP Rail	Goodhue	6	9040	Replacement underway
New Ulm; TH14 over the Minnesota River	Brown	7	9200	Replacement underway

* TH 99 over the Minnesota River in St. Peter and Sorlie Bridge (US 2B over Red River in East Grand Forks) were rehabilitated in-place and are no longer considered large-scale bridge projects.

Appendix B: Abbreviations and Definitions

Abbreviation	Definition
ADT	Average daily traffic
Bridge length	Length of bridge from abutment to abutment
Bridge number	Unique number assigned to a specific bridge
CH 152 work planned	Type of work planned for bridge
CH 152 tier	Classification created by the Legislature - See 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
Deck area	Total bridge deck area (square feet)
Deck	Deck rating
District	MnDOT construction district; there are eight MnDOT districts
Facility/feature crossed	Facility carried by the bridge/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 of a bridge as functionally obsolete also indicates 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.
Load posting	The placement of regulatory signs at a bridge indicating the safe load carrying capacity of the bridge.
Main span type	Type of main span superstructure
Notes	Notes on a specific bridge
OL	Overlay
PT	Paint
RDK	Re-deck

Abbreviation	Definition
Rehab	Rehabilitation
RE-OL	Re-overlay
Route Number	Trunk Highway, US Highway or Interstate on which project is located
RPL	Replace
Substructure	Structural parts of the bridge that support the superstructure and distributes all traffic and bridge loads into the ground. Substructures are typically referred to as piers or abutments.
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 take on water 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.
SP #	State project number
SUB	Substructure rating
Substantially complete	Bridge is open to traffic
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
Superstructure	Structural parts of the bridge that provide the horizontal span. For example, the portion that directly supports the traffic and spans from one support to another support. Typical superstructure types include beams/girders, arches, trusses and suspension bridge.
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)
Value in ( )	Current value, updated from the 2008 value
Year built	Year the bridge was originally constructed
Year of substantial completion	Year the bridge is open to traffic after construction of the planned Chapter 152 work

Appendix C: Fracture Critical and Structurally Deficient Bridges

See attached Appendix C: Fracture Critical and Structurally Deficient Bridges.

2019 CHAPTER 152 BRIDGE PROGRAM FINAL REPORT:
Fracture Critical and Structurally Deficient Trunk Highway Bridges as of March 1, 2008

DISTRICT	BRIDGE NUMBER	CH 152 TIER	ROUTE NUMBER	STATE PROJECT #	FACILITY - FEATURE CROSSED	COUNTY	YEAR BUILT	TOTAL PROJECT COST ESTIMATE	PLANNED YEAR OF CONSTRUCTION	SUBSTANTIALLY COMPLETE	YEAR OF SUBSTANTIAL COMPLETION	CH 152 WORK PLANNED	ADT	NBIS RATING			BRIDGE LENGTH	DECK AREA	MAIN SPAN TYPE	LOAD (OPERATING) RATING	STRUCTURALLY DEFICIENT	FUNCTIONALLY OBSOLETE	FRACTURE CRITICAL	SUFFICIENCY RATING
														DECK	SUP	SUB								
1	6496	2	Hwy. 1	6901-27	HWY. 1 OVER FLINT CREEK	ST LOUIS	1952	$782,348	2009	YES	2009	RPL	500	4	5	6	113	3,899	STEEL BEAM SPAN	HS 28.3	Y (N)	N	N	76.6
	Notes: Structure replaced with new Bridge 69043																							
1	69100	2	Hwy. 2	6937-69100D	HWY. 2 OVER ST LOUIS RIVER, HWY. 35, & RR (BONG)	ST LOUIS	1982	$10,541,000	2014	YES	2015	OL & PT	19,400	5 (7)	7	7	8,320	687,257	STEEL TIED ARCH	HS 40.6	N	N	Y	80.6 (79.5) (79.2)
	Notes: Border bridge with Wisconsin; cost listed is MN share only																							
1	69101	2	Hwy. 2	6937-101	HWY. 2 WB OFF RAMP OVER HWY. 35 RAMP, RR, LAKE	ST LOUIS	1983	$442,993	2013	YES	2014	OL & JOINTS	4,500	7	7	7	1,426	36,796	CSTL BEAM SPAN	HS 45.2	N	N	Y	97.7
1	69101	2	Hwy. 2	6937-102	HWY. 2 WB OFF RAMP OVER HWY. 35 RAMP, RR, LAKE	ST LOUIS	1983	$793,750	2018	YES	2018	PIER CAP RETROFIT												
	Notes: Currently FC due to pier cap configuration. Redundancy was not added with second rehabilitation project.																							
1	69102	2	Hwy. 2	6937-102	HWY. 2 EB ON RAMP OVER HWY. 35, RR, LAKE	ST LOUIS	1983	$3,500,000	2018	YES	2018	PIER CAP RETROFIT	4,500	7 (8)	6	8 (7)	2,642	85,872	CSTL BEAM SPAN	HS 37.1	N	N	Y	97.7
	Notes: Currently FC due to pier cap configuration. Redundancy was not added with rehabilitation project.																							
1	5470	2	Hwy. 23	0901-67	HWY. 23 OVER BNSF RR	CARLTON	1936	$3,159,914	2015	YES	2016	RPL	730 (710)	4	4	5	201	6,757	STEEL BEAM SPAN	HS 24.9 (HS 19.4)	Y	N	N	54.2 (45.0) (45.3)
	Notes: Replaced with new Bridge 09015																							
1	5554	3	Hwy. 23	0901-75	HWY. 23 OVER N FORK NEMADJI RIVER	CARLTON	1940	$1,418,999	2015	YES	2015	RPL	550 (610)	4	7 (6)	6 (5)	107	3,620	STEEL BEAM SPAN	HS 27.0	Y	N	N	83.3 (83.2)
	Notes: Tier 3 Bridge - cost not included in Chapter 152 Program. Replaced with new Bridge 09018.																							
1	9782	2	Hwy. 23	5880-179	HWY. 23 OVER I 35	PINE	1959	$1,990,409	2010	YES	2010	RPL	4,550	4	5	7	206	7,295	CSTL BEAM SPAN	HS 43.5	Y (N)	N	N	67.0
	Notes: Structure replaced with new Bridge 58819																							
1	69831	2	I 35	6982-290	I 35 SB OVER DM&IR RY & BNSF RR	ST LOUIS	1967	$7,578,442	2011	YES	2011	RPL	21,500 (24,000)	6 (5)	6 (5)	6 (5)	1,105	39,431	CSTL DECK GIRD	HS 30.4	N	N	Y	82.2 (81.6) (69.1)
	Notes: Structure replaced with new Bridge 69865																							
1	69832	2	I 35	6982-290	I 35 NB OVER DM&IR RY & BNSF RR	ST LOUIS	1967	$5,881,284	2010	YES	2010	RPL	21,500 (24,000)	6	5	6 (5)	1,171	41,787	CSTL DECK GIRD	HS 31.4	N	N	Y	71.1 (70.9)
	Notes: Structure replaced with new Bridge 69866																							
1	69847	3	I 35	6982-285	I 35 SB OVER HWY. 2 EB	ST LOUIS	1964	$1,819,741	2009	YES	2009	RPL	14,500	4	6	6	133.5	5,367	CSTL BEAM SPAN	HS 37.0	Y (N)	N	N	91.8
	Notes: Tier 3 Bridge - cost not included in Chapter 152 Program. Structure replaced with new Bridge 69861																							
1	69848	3	I 35	6982-285	I 35 NB OVER HWY. 2 EB	ST LOUIS	1964	see note	2009	YES	2009	RPL	14,500	4	7	6	132.1	5,310	CSTL BEAM SPAN	HS 37.8	Y (N)	N	N	91.8
	Notes: Tier 3 Bridge - cost not included in Chapter 152 Program. Part of Bridge 69847 project, structure replaced with new Bridge 69861																							
1	69880	2	I 35	6982-290	I 35 OVER RECYCLE WAY & ONETA ST.	ST LOUIS	1968	$8,790,152	2010	YES	2011	RPL	44,000	4	5	7	1162.9	95,840	CSTL BEAM SPAN	HS 44.0	Y (N)	N	Y	86.4 (74.8)
	Notes: Part of Bridge 69831 project. Structure replaced with new Bridge 69844																							
1	6544	2	Hwy. 39		HWY. 39; RR OVER ST LOUIS RIVER	ST LOUIS	1916					None - Privately Owned	1,900 (2,150)	8	6 (5)	6	1888.7	47,218	STEEL MOVEABLE	HS 33.0	N	Y	Y	69.6 (69.3)
	Notes: RR owned. Rehab in 2009																							
1	69004	2	Hwy. 53	6918-86	HWY. 135 OVER HWY. 53 NB, SB ON RAMP	ST LOUIS	1961	$90,000,000	2015	YES	2017	RPL	8,300	4	6	6 (5)	139.5	6,905	PRESTR BEAM SPAN	HS 39.0 (HS 29.5)	Y	N	N	62.9 (90.3) (88.2)
	Notes: Replaced with new Bridge 69130 as part of the US53 realignment project. Costs part of US53 realignment project.																							
1	69029	2	Hwy. 53	6916-103	HWY. 33 NB OVER HWY. 53 SB	ST LOUIS	1966	$2,537,858	2012	YES	2012	RPL	1,450	4	5	6	125.6	3,228	CSTL BEAM SPAN	HS 42.1	Y (N)	N	N	79.9
	Notes: Structure replaced with new Bridge 69065																							

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2019 CHAPTER 152 BRIDGE PROGRAM FINAL REPORT:
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														DECK	SUP	SUB								
1	90249	2	Hwy. 53		HWY. 53 SB OVER RAINY RIVER	KOOCHICHING	1912					None - Privately Owned	1,575 (3724)	6	5	5	941	31,560	STEEL HIGH TRUSS	HS 50.0 (HS 11.0)	N (Y)	Y (N)	Y	62.8 (62.6) (36.9)
	Notes: Privately owned.																							
1	5721	1	Hwy. 65	3609-39C	HWY. 65 OVER LITTLE FORK RIVER	KOOCHICHING	1877	$829,913	2009	YES	2009	RPL	6804	5	4	5	378	378	IRON HIGH TRUSS	HS 16.2	Y (N)	N	Y	20.2
	Notes: Structure replaced with new Bridge 36025																							
1	6736	2	Hwy. 65	3110-12	HWY. 65 OVER SWAN RIVER	ITASCA	1950	$1,216,876	2009	YES	2009	RPL	880	3	5	5	128	4,416	STEEL BEAM SPAN	HS 29.7	Y (N)	N	N	77.7
	Notes: Structure replaced with new Bridge 31002																							
1	6767	2	Hwy. 65	3609-34	HWY. 65 OVER HAY CREEK	KOOCHICHING	1951	$1,047,298	2013	YES	2013	RPL	90 (115)	6	6	4	27	810	STEEL BEAM SPAN	HS 25.1	Y (N)	N	N	64.9 (63.9)
	Notes: Structure replaced with new Culvert 36X11																							
1	5718	2	Hwy. 123	5802-23	HWY. 123 OVER KETTLE RIVER & ST	PINE	1948	$2,426,242	2013	YES	2013	OL & PT	2,050	6 (8)	5 (6)	7 (6)	402.8	15,951	CSTL DECK TRUSS	HS 20.4	N	N	Y	78.6 (62.3)
	Notes: Since truss has performed well, bridge will continue to function safely with repair project and continued maintenance. Bridge 5718 is HISTORIC and on the 'Preservation Agreement' list.																							
1	69003	2	Hwy. 169	6934-113	HWY. 169 OVER BN RR (ABAN) & TRAIL	ST LOUIS	1961	$3,403,817	2009	YES	2009	See note	14,400 (15,100)	6	4	6	198.1	13,312	CSTL BEAM SPAN	HS 31.2	Y	N	N	59.1 (58.8)
	Notes: Bridge removed, not replaced																							
1	69839	2	Hwy. 194	6937-102	NB MICHIGAN ST OVER HWY. 194 SB	ST LOUIS	1969	$1,905,000	2018	NO	2019	RPR, Redeck & Retrofit	4,200 (5,500)	5	7 (6) (5)	6 (7)	317.5	10,700	CSTL BEAM SPAN	HS 46.8	N	Y	Y	77.6 (76.4) (65.3)
	Notes: Currently FC due to pier cap configuration, which will be analyzed for redundancy as part of rehabilitation project.																							
1	69840	2	Hwy. 194	6937-102	HWY. 194 NB OVER SUPERIOR ST	ST LOUIS	1968	$1,000,000	2019-2027			RPR & Retrofit	9,250	7 (6)	6	8 (7) (6)	299.5	10,093	CSTL BEAM SPAN	HS 38.1	N	Y (N)	Y	78.1 (80.1)
	Notes: Currently FC due to pier cap configuration, which will be analyzed for redundancy as part of future rehabilitation project beyond 2018.																							
1	09001	2	Hwy. 210	0916-11	HWY. 210 OVER ST LOUIS RIVER	CARLTON	1961	$3,265,179	2012	YES	2012	RPR & Retrofit	1,350 (1,300)	5 (4) (8)	5 (6)	6 (5) (6) (7)	223	7,850	STEEL HIGH TRUSS	HS 23.0 (HS 13.0)	N (Y) (N)	N	Y	51.7 (48.7) (39.6) (56.9)
	Notes: Since truss has performed well, bridge will continue to function safely with completed project and continued maintenance.																							
1	9030	2	I 535	6981-9030E	I 535 OVER ST LOUIS R; RR,STREET (Blatnik)	ST LOUIS	1961	$11,311,829	2012	YES	2013	Deck Seal & Paint	28,000	8 (6)	6 (5) (4)(5)(4)	7 (6) (5)(6)	7980	594,187	CSTL HIGH TRUSS	HS 21.6	N (Y)	Y (N)	Y	72.3 (53.8) (42.8)
1	9030	2	I 535	6981-25	I 535 OVER ST LOUIS R; RR,STREET (Blatnik)	ST LOUIS	1961	$1,270,000	2016	YES	2016	Gusset Plate Repair												
	Notes: Border bridge with Wisconsin. Rehabilitated in 1993. Repairs continue as needed. Bridge will be replaced in 2028.																							
1	69824	2	I 535		I 535 SB ON RAMP OVER I 535 NB & I 35 NB	ST LOUIS	1969		2019-2027			RPL	5,625	6 (7)	7 (6)	6	1430.1	36,754	CSTL DECK GIRD	HS 25.9 (HS 23.4)	N	Y (N) (Y)	Y	86.6 (82.0)
	Notes: FC bridge, district plans to program a series of bridges within the Twin Ports interchange, this bridge is included. Planned replacement is beyond 2018.Repair work done with Bridge 69831 project.																							
1	69825	2	I 535		I 535 NB OFF RAMP OVER BNSF RAILROAD	ST LOUIS	1969		2019-2027			RPL	5,625	5 (6) (8)(7)	7 (6) (7)(6)	7	876.8	22,534	CSTL DECK GIRD	HS 23.7 (HS 22.8)	N	N	Y	84.4 (85.4) (83.9)
	Notes: FC bridge, district plans to program a series of bridges within the Twin Ports interchange, this bridge is included. Planned replacement is beyond 2018.Repair work done with Bridge 69831 project.																							
1	69801A	3	I 535		I 535 SB OFF RAMP OVER FILL	ST LOUIS	1969		2019-2027			RPL	2,200	4 (7)	7	8	228.7	6,106	CSTL BEAM SPAN	HS 23.2 (HS 28) (HS 30.2)	Y (N)	N	N	85.0 (97.1)
	Notes: FC bridge, district plans to program a series of bridges within the Twin Ports interchange, this bridge is included. Planned replacement is beyond 2018.Repair work done with Bridge 69831 project.																							

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														DECK	SUP	SUB								
1	69801C	2	I 535		I 535 SB ON RAMP OVER RAILROAD & FILL	ST LOUIS	1969		2019-2027			RPL	3,300	7 (6) (7)	7 (6) (7)	6 (5)	665.7	17,108	CSTL BEAM SPAN	HS 25.7 (HL-93 0.91)	N (Y)	N	Y	89.4 (78.4) (78.3) (36.1)
	Notes: FC bridge, district plans to program a series of bridges within the Twin Ports interchange, this bridge is included. Planned replacement is beyond 2018.Repair work done with Bridge 69831 project.																							
1	69801F	2	I 535		I 535 SB SEG 1 OVER I 35 & RAMP TO I 35 SB	ST LOUIS	1969		2019-2027			RPL	6,625	7	7 (6)	5 (6)	576	21,139	CSTL BEAM SPAN	HS 22.9 (HL-93 0.88)	N	N (Y)	Y	63.9 (64.9) (75.0) (24.8)
	Notes: FC bridge, district plans to program a series of bridges within the Twin Ports interchange, this bridge is included. Planned replacement is beyond 2018.Repair work done with Bridge 69831 project.																							
1	69801J	2	I 535		I 535 NB SEG 1 OVER I 35 NB & SB OFF RAMP	ST LOUIS	1969		2019-2027			RPL	6,625	7 (6) (7)	7 (6)	6	488.8	12,562	CSTL BEAM SPAN	HS 25.0 (HS 20.6)	N	N	Y	87.2 (79.5)
	Notes: FC bridge, district plans to program a series of bridges within the Twin Ports interchange, this bridge is included. Planned replacement is beyond 2018.Repair work done with Bridge 69831 project.																							
1	69801K	2	I 535		I 535 NB OFF RAMP OVER I 35 SB	ST LOUIS	1969		2019-2027			RPL	3,300	6 (7)	6 (7)	7 (6)	597	15,343	CSTL BEAM SPAN	HS 26.7 (HL-93 1.09)	N	N (Y)	Y	88.6 (89.6) (35.1)
	Notes: FC bridge, district plans to program a series of bridges within the Twin Ports interchange, this bridge is included. Planned replacement is beyond 2018.Repair work done with Bridge 69831 project.																							
1	69801N	2	I 535		I 535 NB SEG 3 OVER CP RAIL	ST LOUIS	1969		2019-2027			RPL	4,400 (7,750)	7	7 (6)	7	296	7,607	CSTL BEAM SPAN	HS 25.0 (HS 25.2)	N	N	Y	88.4 (88.1) (88.7)
	Notes: FC bridge, district plans to program a series of bridges within the Twin Ports interchange, this bridge is included. Planned replacement is beyond 2018.Repair work done with Bridge 69831 project.																							
2	04001	2	Hwy. 1	0401-08	HWY. 1 OVER OVERFLOW CHANNEL	BELTRAMI	1962	$2,400,000	2016	YES	2016	RPL	55 (45)	5	4 (3)	6 (5)	217.4	7,566	PRECST CHAN SPAN	HS 50.0 (HS 31.5)	Y	N	N	71.7 (71.0)
	Notes: Replaced with new Bridge 04029.																							
2	4561	2	Hwy. 1	0401-11	HWY. 1 OVER DITCH	BELTRAMI	1926	$2,936,879	2009	YES	2009	RPL W/ CULVERT	55	5	4	4	24.7	692	STEEL BEAM SPAN	HS 19.0	Y (N)	N	N	54.4
	Notes: Replaced with new Culvert 04X02																							
2	5581	1	Hwy. 1	1501-12	HWY. 1 OVER SANDY RIVER	CLEARWATER	1936	$985,006	2010	YES	2010	RPL	3,000 (2,900)	4	5	5	48.5	1,470	CONC DECK GIRD	HS 28.2 (HS 29.6)	Y (N)	N	N	46.1 (48.9)
	Notes: Replaced with new Bridge 15007																							
2	9100	2	Hwy. 1	4509-05	HWY. 1 OVER RED RIVER OF THE NORTH (Oslo)	MARSHALL	1959		2025			REHAB or RPL	1,400 (1,350)	7	5	6	792.2	25,905	STEEL HIGH TRUSS	HS 27.1	N	N	Y	55.6 (54.8)
	Notes: Notes: Border bridge with North Dakota. Historic bridge. Project was let in 2014 as a rehab. Because of high bid prices project was not awarded. Project is being postponed pending the results of further hydraulics analysis.																							
2	9090	2	Hwy. 2	6018-02	HWY. 2 OVER RED RIVER & CITY ST (Kennedy)	POLK	1963	$22,000,000	2017	YES	2018	Redeck & Paint	21,500 (20,740)	6 (7) (5)	7 (6)	5 (4)	1261	81,965	STEEL HIGH TRUSS	HS 26.8	N (Y)	N	Y	73.2 (61.2)(63.4) (48.2)
	Notes: Border bridge with North Dakota. Historic bridge.																							
2	5557	2	Hwy. 11	3902-21	HWY. 11 OVER RAPID RIVER	LAKE OF THE WOODS	1950	$3,414,358	2009	YES	2010	RPL	760 (784)	5	4	6	216	8,942	CONC ARCH	HS 18.0	N	N	N	49.1 (48.8)
	Notes: Replaced with new Bridge 39008																							
2	6690	1	Hwy. 11	3501-13	HWY. 11 OVER RED RIVER OF THE NORTH (ROBBIN)	KITTSON	1954	$16,477,611	2009	YES	2010	RPL	1,400 (1,451)	5 (4)	5 (4)	7 (6)	1058	31740	CSTL HIGH TRUSS	HS 20.6	N (Y)	N	Y	48.5 (32.9)
	Notes: Border bridge with North Dakota. Replaced with new Bridge 35011																							
2	9412	1	Hwy. 72	3905-09	HWY. 72 OVER RAINY RIVER	LAKE OF THE WOODS	1959	$40,000,000	2018	NO	2020	RPL	2,100 (1,950)	5	5	5	1285	34,053	STEEL HIGH TRUSS	HS 22.5	N	Y (N)	Y	40.3 (48.8)
	Notes: Border bridge with Ontario, Canada. Historic bridge. Structure to be replaced with new Bridge 39016.																							
2	6730	1	Hwy. 75	5409-26	HWY. 75 OVER DITCH	NORMAN	1949	$1,424,455	2010	YES	2010	RPL W/CULVERT	1,050	4	4	7	22.4	941	CONC SLAB SPAN	HS 23.2	Y (N)	N	N	40.4
	Notes: Replaced with new Culvert 54X06																							
2	6731	1	Hwy. 75	5409-26	HWY. 75 OVER DITCH	NORMAN	1949	see note	2010	YES	2010	RPL W/CULVERT	1,050	4	4	6	22.4	941	CONC SLAB SPAN	HS 23.5	Y (N)	N	N	40.4
	Notes: Replaced with new Culvert 57X07; Cost incl w/ Br 6730 project.																							

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														DECK	SUP	SUB								
2	6734	3	Hwy .75	5409-28	HWY. 75 OVER MARSH RIVER	NORMAN	1951	$1,600,000	2010	YES	2010	RPL	1,050	4	6	6	225	7,695	CSTL BEAM SPAN	HS 25.6	Y (N)	N	N	83.3 (82.1)
	Notes: Tier 3 Bridge - cost not included in Chapter 152 Program. Replaced with new Bridge 54010																							
2	35007	2	Hwy. 171	NA	HWY. 171 OVER RED RIVER OF THE NORTH	KITTSON	1982	$903,972	2009	YES	2009	RPR	800 (701)	6	7	4 (8)	2080	115,024	CSTL BEAM SPAN	HS 34.0 (HS 29.9)	Y (N)	N	N	68.3 (96.7)
	Notes: Border bridge with North Dakota.																							
2	6522	2	Hwy. 200	5407-28	HWY. 200 FRNT RD OVER MARSH RIVER	NORMAN	1924	$344,334	2014	YES	2014	RPL	4	6	5	6 (5)	41.3	826	STEEL LOW TRUSS	HS 20.7	N	N	Y	70.6
	Notes: Replaced with new Bridge 54011																							
2	5872	2	Hwy. 317	4514-03	HWY. 317 OVER RED RIVER OF THE NORTH (Grafton)	MARSHALL	1939	$1,335,262	2013	YES	2013	Repair & PNT	320 (285)	7	5	7 (5)	412	10,712	STEEL HIGH TRUSS	HS 20.7	N	N	Y	52.7 (52.9) (51.9)
	Notes: Border bridge with North Dakota. Overlay in 2005; paint and repairs were needed to maintain condition, which should be adequate for the next 20 years with low ADT.																							
2	4700	2	Hwy. 2B	6015-07	HWY. 2B (BUSINESS) OVER RED RIVER (Sorlie)	POLK	1929	$5,644,974	2015	YES	2016	REHAB	12,700	6	5	6	602.6	24,887	STEEL HIGH TRUSS	HS 23.2	N	N (Y)	Y	50.6 (48.4) (50.4)
	Notes: Border bridge with North Dakota. Project was a rehab consisting of painting and minor repairs.																							
3	3622	1	Hwy. 12	8602-40	HWY. 12 OVER S FK CROW RIVER	WRIGHT	1922	$28,342,274	2008	YES	2008	RPL	15,500	4	4	4	178	6,568	CONC DECK GIRD	HS 28.2	Y (N)	N	N	43.4
	Notes: SP 8602-40 (MAIN PROJ.) $16,435,565; PLUS R/W $11,906,709. Structure replaced with new Bridge 86012																							
3	6748	1	Hwy. 23	0503-78	HWY. 23 OVER MISS R & RIVERSIDE DR (DESOTO)	STEARNS	1957	$21,737,384	2008	YES	2009	RPL	31,000	7	4	5	890	62,710	CSTL DECK TRUSS		Y (N)	N	Y	66.4
	Notes: SP 0503-78 (MAIN PROJ.) $13,983,267 PLUS SP 0503-73014A (BRIDGE STEEL) $7,136,574; SP 0503-79 (HOUSING REMOVAL CONTRACT) $23,332; SP 0503-81 (LEAD PAINT REMOVAL) $296,000; R/W $298,211. Structure replaced with new Bridge 73014																							
3	9086	2	Hwy. 23	7306-93	HWY. 23 OVER 10TH AVE	STEARNS	1958	$14,748,529	2009	YES	2009	RPL	29,000	4	4	4	189.1	15,015	STEEL BEAM SPAN	HS 54.9	Y (N)	N	N	55.0
	Notes: SP 7306-93 (MAIN PROJ.) $14,032,579 PLUS SP 7306-93A (SIGNAL SYS.) $272,418; R/W $443,532. Structure replaced with new Bridge 73011																							
3	5790	1	Hwy. 71	7318-36	HWY. 71 OVER N FK CROW RIVER	STEARNS	1937	$734,302	2009	YES	2009	RPL	2,100	6	6	4	54.7	1,832	STEEL BEAM SPAN	HS 18.5	Y (N)	N	N	29.7
	Notes: Replaced with new Bridge 73045																							
3	86813	3	I 94	8680-142	I 94 WB OVER COUNTY ROAD 75 & RR	WRIGHT	1971	$11,610,930	2009	YES	2010	RPL	25,500	4	5	7	479.7	21,443	CSTL BEAM SPAN	HS 32.0	Y (N)	N	N	81.3
	Notes: SP 8680-142 $11,502,938 PLUS R/W $107,992; TIER 3 BRIDGE - COST NOT INCLUDED IN CHAPTER 152 PROGRAM. Structure replaced with new Bridge 86819																							
3	86814	3	I 94	8680-142	I 94 EB OVER COUNTY ROAD 75 & RR	WRIGHT	1972	SEE NOTE	2009	YES	2010	RPL	25,500	4	5	6	492.6	22,019	CSTL BEAM SPAN	HS 33.7	Y (N)	N	N	81.7
	Notes: Cost included W/ Br 86813 project. Tier 3 Bridge - cost not included in Chapter 152 Program. Structure replaced with new Bridge 86820																							
3	91049	2	Hwy. 169	0115-41	HWY. 169 OVER RIPPLE RIVER	AITKIN	1964	$1,004,562	2009	YES	2009	RPL	3,950	N	N	N	27.2	0	CONC BOX CULV	HS 24.0	Y (N)	N	N	58.1
	Notes: SP 0115-41 $1,001,912 PLUS R/W $2,650. Structure replaced with new Culvert 01X05																							
3	91050	2	Hwy. 169	0115-41	HWY. 169 OVER RIPPLE RIVER	AITKIN	1964	SEE NOTE	2009	YES	2009	RPL	3,950	N	N	N	27.2	0	CONC BOX CULV	HS 24.0	Y (N)	N	N	58.1
	Notes: Cost incl w/ Br 91049 project. Structure replaced with new Culvert 01X06																							
4	6456	2	Hwy. 12	0602-24	HWY. 12 OVER MINNESOTA RIVER	BIG STONE	1953	$1,672,758	2012	YES	2012	RPL	4,300 (4200)	4	7	7	63	2,539	CONC DECK GIRD	HS 28.3 (HS 25.4)	Y (N)	N	N	76.3 (73.0) (72.9)
	Notes: Structure replaced with new Bridge 06002																							
4	3067	1	Hwy. 29	6105-25	HWY. 29 OVER OUTLET CREEK	POPE	1920	$1,073,858	2012	YES	2012	RPL	3,900 (3,344)	4	5	6	28	1,098	CONC DECK GIRD	HS 20.8	Y (N)	N	N	49.3 (49.0) (49.8)
	Notes: Structure replaced with new Bridge 61004																							
4	6552	2	Hwy. 29	7607-29	HWY. 29 OVER DITCH	SWIFT	1948	$8,850,000	2014	YES	2014	RPL	1,200 (1,299)	7	7	7	92	3,220	CONC SLAB SPAN	HS 20.6	Y (N)	N	N	54.1 (53.1) (52.9)
	Notes: Structure replaced with new Bridge 76015																							

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2019 CHAPTER 152 BRIDGE PROGRAM FINAL REPORT:
Fracture Critical and Structurally Deficient Trunk Highway Bridges as of March 1, 2008

DISTRICT	BRIDGE NUMBER	CH 152 TIER	ROUTE NUMBER	STATE PROJECT #	FACILITY - FEATURE CROSSED	COUNTY	YEAR BUILT	TOTAL PROJECT COST ESTIMATE	PLANNED YEAR OF CONSTRUCTION	SUBSTANTIALLY COMPLETE	YEAR OF SUBSTANTIAL COMPLETION	CH 152 WORK PLANNED	ADT	NBIS RATING			BRIDGE LENGTH	DECK AREA	MAIN SPAN TYPE	LOAD (OPERATING) RATING	STRUCTURALLY DEFICIENT	FUNCTIONALLY OBSOLETE	FRACTURE CRITICAL	SUFFICIENCY RATING
														DECK	SUP	SUB								
4	5186	2	Hwy. 75	8408-44	HWY. 75 OVER WHISKEY CREEK	WILKIN	1932	$12,560,000	2015	YES	2016	RPL	1,300 (1,150)	5	5	6	42.4	1,429	STEEL BEAM SPAN	HS 17.9	Y	N	N	53.3 (54.3)
	Notes: Cost not included in Chapter 152 Program. Replaced with new Bridge 84005																							
4	21805	3	I 94	2180-104	I 94 WB OVER LATOKA LAKE	DOUGLAS	1967	$3,780,000	2018	YES	2018	RPL	7,900 (7,750)	4 (5)(4)	6	6	125.7	5,179	CSTL BEAM SPAN	HS 31.8	Y (N)	N	N	88.2 (88.4) (90.5)
	Notes: Tier 3 Bridge - cost not included in Chapter 152 Program. Replaced with new Bridge 21829. Cost includes replacement of Bridges 21805 & 21806.																							
4	21813	2	Hwy. 29	2102-58	HWY. 29 SB OVER I 94	DOUGLAS	1965	SEE NOTE	2016	YES	2016	RPL	10,400	4	5	5	235.4	10,099	CSTL BEAM SPAN	HS 44.1	Y	N	N	79.0 (78.0)
	Notes: Cost included in Bridge 21814 project. Structure replaced with new Bridge 21827.																							
4	21814	2	Hwy. 29	2102-58	HWY. 29 NB OVER I 94	DOUGLAS	1965	$14,900,000	2016	YES	2016	RPL	10,400	4	6	5	235.4	8,404	CSTL BEAM SPAN	HS 44.1 (HS 34.2)	Y	N	N	66.7
	Notes: Cost includes Bridges 21813 & 21814. Structure replaced with new Bridge 21827.																							
6	5337	1	Hwy. 3	6612-95	HWY. 3 OVER UP RR	RICE	1940	$3,883,406	2008	YES	2008	RPL	7,300	5	4	5	296.3	9,956	STEEL BEAM SPAN	HS 26.5	Y (N)	N	N	30.7
	Notes: Structure replaced with new Bridge 66002																							
6	6842	1	Hwy. 3	6612-95	HWY. 3 OVER CANNON RIVER	RICE	1955	see note	2008	YES	2008	RPL	7,300	4	4	3	176.1	5,635	CONC DECK GIRD	HS 35.0	Y (N)	N	N	25.9
	Notes: Costs included with Bridge 5337 Project. Structure replaced with new Bridge 66003																							
6	5234	2	Hwy. 14	8501-62	HWY. 14 OVER STREAM	WINONA	1932		2023-2028			RPL	4,500 (4459)	6	6	6	46	1,840	CONC DECK GIRD	HS 68.6 (HS 30.8)	Y (N)	N	N	55.0 (56.0) (96.6)
	Notes: Normal maintenance planned for the program years. Replacement will be needed beyond 2018.																							
6	6036	1	Hwy. 14	2001-34	HWY. 14 OVER STREAM	DODGE	1930	$283,000	2012	YES	2012	RPL	7,400 (7,750)	N	N	N	22	0	CONC BOX CULV	HS 24.0 (HS 21.6)	Y (N)	N	N	47.1 (37.8)
	Notes: Structure replaced with new Culvert 20X20																							
6	74820	2	Hwy. 14	7401-34	HWY. 14 EB OVER I 35	STEELE	1965	$1,900,000	2010	YES	2011	RPL	6,050	4	5	5	202	5,191	CSTL BEAM SPAN	HS 35.7	Y (N)	N	N	74.4
	Notes: Bridge replacement is small portion of overall project costs. Structure replaced with new Bridge 74832																							
6	5968	1	Hwy. 42	7901-43	HWY. 42 OVER N FORK WHITEWATER RIVER	WABASHA	1941	$2,154,534	2012	YES	2012	RPL	3,000 (3,200)	6	4	4	96	3,168	CONC DECK GIRD	HS 30.0 (HS 24.7)	Y	N	N	45.0 (41.6) (41.4)
	Notes: Structure replaced with new Bridge 79007																							
6	5900	1	Hwy. 43	8503-46	HWY. 43 OVER MISS RVR, RR, STREETS (WINONA)	WINONA	1941	$183,500,000	2014	NO	2020	REHAB & RPL	11,900	6 (5)	5 (4)	6 (5)	2288.5	78,724	CSTL HIGH TRUSS	HS 21.6	N (Y)	N	Y	49.8 (23.7) (26.3) (24.3) (24.3)
	Notes: Historic bridge. New Bridge 85851 built next to existing truss and open to traffic. Truss rehabilitation to be complete in 2020.																							
6	23004	2	Hwy. 43	2306-22	HWY. 43 OVER S FORK ROOT RIVER	FILLMORE	1931	$2,958,530	2012	YES	2012	RPL	540 (484)	6 (5) (6)	5 (3) (4)(6)	6 (5) (7)	78	2,184	STEEL LOW TRUSS	HS 20.0	N (Y) (N)	N	Y	65.5 (31.3) (45.3)
	Notes: Structure replaced with new Bridge 23025																							
6	4148	2	Hwy. 44	2308-26	HWY. 44 OVER STREAM	FILLMORE	1923	$240,000	2013	YES	2013	RPL W/CULVERT	2,300 (1,745)	N	N	N	23	0	CONC BOX CULV	HS 24.0 (HS 21.6)	Y (N)	N	N	66.9 (60.4) (59.4)
	Notes: Bridge (Culvert) costs only. Structure replaced with new Culvert 23X10																							
6	4150	2	Hwy. 44	2308-26	HWY. 44 OVER STREAM	FILLMORE	1923	$240,000	2013	YES	2013	RPL W/CULVERT	2,100 (1,844)	N	N	N	22.5	0	CONC BOX CULV	HS 24.0 (HS 21.6)	Y (N)	N	N	67.2 (60.2) (59.2)
	Notes: Bridge (Culvert) costs only. Structure replaced with new Culvert 23X12																							

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2019 CHAPTER 152 BRIDGE PROGRAM FINAL REPORT:
Fracture Critical and Structurally Deficient Trunk Highway Bridges as of March 1, 2008

DISTRICT	BRIDGE NUMBER	CH 152 TIER	ROUTE NUMBER	STATE PROJECT #	FACILITY - FEATURE CROSSED	COUNTY	YEAR BUILT	TOTAL PROJECT COST ESTIMATE	PLANNED YEAR OF CONSTRUCTION	SUBSTANTIALLY COMPLETE	YEAR OF SUBSTANTIAL COMPLETION	CH 152 WORK PLANNED	ADT	NBIS RATING			BRIDGE LENGTH	DECK AREA	MAIN SPAN TYPE	LOAD (OPERATING) RATING	STRUCTURALLY DEFICIENT	FUNCTIONALLY OBSOLETE	FRACTURE CRITICAL	SUFFICIENCY RATING
														DECK	SUP	SUB								
6	4151	2	Hwy. 44	2308-26	HWY. 44 OVER STREAM	FILLMORE	1923	$240,000	2013	YES	2013	RPL W/CULVERT	2,100 (1,844)	N	N	N	22.5	0	CONC BOX CULV	HS 24.0 (HS 21.6)	Y (N)	N	N	67.2 (60.2) (59.2)
	Notes: Bridge (Culvert) costs only. Structure replaced with new Culvert 23X13																							
6	5713	1	Hwy. 56	2006-27	HWY. 56 OVER MID FORK ZUMBRO RIVER	DODGE	1937	$1,351,101	2011	YES	2012	RPL	1,500 (1,712)	5	5	4 (5)	65	1,820	STEEL BEAM SPAN	HS 31.3 (HS 29.5)	Y (N)	N	N	45.8 (61.4)
	Notes: Structure replaced with new Bridge 20003																							
6	5905	2	Hwy. 56	5005-58	HWY. 56 FARM ENT OVER N BR UPPER IOWA RIVER	MOWER	1940		2016	YES	2016	RPL	5	7	6	4 (3)	38	825	STEEL BEAM SPAN	HS 25.4 (HS 30.9)	Y	N	N	66.3 (68.9)
	Notes: Rehabilitation of structure done with district forces therefore no costs included for repair.																							
6	5188	1	Hwy. 58	2510-37	HWY. 58 OVER N FORK ZUMBRO RIVER	GOODHUE	1932	$2,553,831	2010	YES	2010	RPL	6,700 (6,600)	4	4	5	113.4	4,956	STEEL BEAM SPAN	HS 18.5	Y (N)	N	N	18.4
	Notes: Structure replaced with new Bridge 25025																							
6	5370	1	Hwy. 60	6607-42	HWY. 60 OVER STRAIGHT R,RR,STREET	RICE	1937	$10,800,000	2009	YES	2009	REHAB	10500	5 (8)	4 (7)	4 (7)	951	42,795	CONC ARCH	HS 24.9	Y (N)	N	N	49.4 (77.2)
	Notes: Historic bridge. Deficiencies addressed with major rehabilitation.																							
6	5397	2	Hwy. 60	7903-45	HWY. 60 OVER TROUT BROOK	WABASHA	1935	$400,000	2014	YES	2014	RPL	630	7	6	6 (7)	67.2	1,908	STEEL THRU GIRD	HS 19.0	N	N	Y	73.0 (72.0)
	Notes: Structure replaced with new Bridge 79011																							
6	6770	1	Hwy. 60	6606-34	HWY. 60 OVER CANNON RIVER	RICE	1952	$1,797,266	2009	YES	2009	RPL	5,050	4	3	7	95.3	3,307	CONC DECK GIRD	HS 30.6	Y (N)	N	N	18.7
	Notes: Structure replaced with new Bridge 66004																							
6	6771	1	Hwy. 60	6606-34	HWY. 60 OVER CANNON RIVER	RICE	1952	$606,302	2009	YES	2009	RPL	6,300	5	4	4	114.6	3,965	CONC DECK GIRD	HS 31.1	Y (N)	N	N	37.8
	Notes: Structure replaced with new Bridge 66005																							
6	9798	2	Hwy. 60	7903-41	HWY. 60 OVER STREAM	WABASHA	1961	$1,996,439	2011	YES	2012	RPL	630	5	4 (3)	5	93.6	2,948	STEEL BEAM SPAN	HS 27.0 (HS 26.6)	Y (N)	N	N	70.1 (47.7)
	Notes: Structure replaced with new Bridge 79014																							
6	79000	2	Hwy. 60		HWY. 60 OVER MISS R, RR, & STS	WABASHA	1987		2023-2028			Only Normal Maintenance Needed	4,750	7	7	7	2462	106,605	STEEL HIGH TRUSS	HS 39.2	N	N	Y	73.5
	Notes: FC bridge built in 1987. All NBIS condition ratings are good. Only normal maintenance planned during program years. Paint and overlay will be needed beyond 2018. See endnote 1.																							
6	6773	1	Hwy. 61	2513-70	HWY. 61 OVER GILBERT CREEK	GOODHUE	1954	$4,989,983	2011	YES	2012	RPL	7,500 (8,800)	5	4	5	114.4	4,164	CONC DECK GIRD	HS 32.0 (HS 22.4)	Y (N)	N	N	37.6 (27.1)
	Notes: Structure replaced with new Bridge 25024																							
6	9450	1	Hwy. 61	2513-86	HWY. 61 OVER NYMPHARA LANE	GOODHUE	1962	$5,500,000	2014	YES	2014	RPL	8,000	4	4	5 (4)	100	6,350	PRESTR VD SLAB SPAN	HS 64.0 (HS 39.2)	Y	N	N	36.0
	Notes: Structure replaced with new Bridge 25028																							
6	9040	1	Hwy. 63	2515-21	HWY. 63 OVER MISS RIVER & CP RAIL (RED WING)	GOODHUE	1958	$90,000,000	2017	NO	2020	RPL	11,500 (11,400)	6 (5)	6	5	1630.8	60,829	CSTL HIGH TRUSS	HS 34.0	N	N	Y	44.8 (43.8)
	Notes: Border bridge with Wisconsin. Total Cost includes Wisconsin Share. Structure to be replaced with new Bridge 25033.																							
6	6808	2	I 90	5080-153	I 90 EB OVER TWP RD & TURTLE CRK	MOWER	1959	$3,945,382	2009	YES	2010	RPL	7,700	5	4	5	243	10,741	PRESTR BEAM SPAN	HS 33.0	Y	N	N	65.5
	Notes: Bridges of Mower County - Combined. Structure replaced with new Bridge 50806																							
6	8929	1	I 90	5080-150	I 90 OVER DOBBINS CREEK	MOWER	1957	$4,542,515	2009	YES	2010	RPL	18,800	N	N	N	31.1	0	CONC BOX CULV	HS 24.0	Y	N	N	41.3
	Notes: Bridges of Mower County - Combined; Replaced with Culvert BR 50X30																							
6	9320	2	I 90	8580-149	I 90 OVER MISSISSIPPI RIVER (DRESBACH)	WINONA	1967	$212,800,000	2012	YES	2016	RPL	26,000	5 (4)	6 (5)	6	2490.2	175,894	CSTL DECK GIRD	HS 33.0	N	N	Y	77.0 (66.0) (65.0)
	Notes: Border bridge with Wisconsin. TPCE includes Wisconsin Share. Structure replaced with new Bridges 85801 and 85802.																							

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2019 CHAPTER 152 BRIDGE PROGRAM FINAL REPORT:
Fracture Critical and Structurally Deficient Trunk Highway Bridges as of March 1, 2008

DISTRICT	BRIDGE NUMBER	CH 152 TIER	ROUTE NUMBER	STATE PROJECT #	FACILITY - FEATURE CROSSED	COUNTY	YEAR BUILT	TOTAL PROJECT COST ESTIMATE	PLANNED YEAR OF CONSTRUCTION	SUBSTANTIALLY COMPLETE	YEAR OF SUBSTANTIAL COMPLETION	CH 152 WORK PLANNED	ADT	NBIS RATING			BRIDGE LENGTH	DECK AREA	MAIN SPAN TYPE	LOAD (OPERATING) RATING	STRUCTURALLY DEFICIENT	FUNCTIONALLY OBSOLETE	FRACTURE CRITICAL	SUFFICIENCY RATING
														DECK	SUP	SUB								
6	85807	2	I 90	8580-157	I 90 WB OVER TWP 323	WINONA	1963	$5,012,266	2009	YES	2009	RPL	10,600	4	4	6	118.7	5,045	PRESTR VD SLAB SPAN	HS 44.0	Y	N	N	63.7
	Notes: Structure replaced with new Bridge 85835																							
6	85808	2	I 90	8580-157	I 90 EB OVER TWP 323	WINONA	1963	$1,862,967	2010	YES	2010	RPL	10,600	4	4 (5)	6	118.7	5,045	PRESTR VD SLAB SPAN	HS 44.0	Y	N	N	63.7
	Notes: Structure replaced with new Bridge 85836																							
6	85809	2	I 90	8580-157	I 90 WB OVER TWP 312	WINONA	1963	$1,680,872	2009	YES	2009	RPL	10,600	4	4	5	95	4,038	PRESTR VD SLAB SPAN	HS 46.0	Y	N	N	61.6
	Notes: Structure replaced with new Bridge 85837																							
6	85810	2	I 90	8580-157	I 90 EB OVER TWP 312	WINONA	1963	$1,774,254	2010	YES	2010	RPL	10,600	4	4 (5)	5 (6)	95	4,038	PRESTR VD SLAB SPAN	HS 46.0	Y	N	N	61.6
	Notes: Structure replaced with new Bridge 85838																							
6	4867	CP	Hwy. 105	5007-25	HWY. 105 OVER WOODBURY CREEK	MOWER	1931	$1,994,952	2010	YES	2010	RPL	275	5	5	5	53	1420	STEEL BEAM SPAN	HS 18.4	N	N	N	53.6
	Notes: Bridge included in Chapter 152 as a "Commissioner Priority" (CP) project, due to bridge being load posted. Structure replaced with new Bridge 50010																							
6	6975	2	Hwy. 250	2319-16	HWY. 250 OVER S BR ROOT RIVER	FILLMORE	1931	$8,220,000	2016	YES	2016	RPL	840 (787)	7 (6)	7	6 (5) (6)	104	2,808	STEEL HIGH TRUSS	HS 17.0	N	Y	Y	57.5 (57.6) (47.1) (57.6)
	Notes: Cost includes Br 6977. Structure replaced with new Bridge 23027.																							
6	6977	2	Hwy. 250	2319-16	HWY. 250 OVER N BR ROOT RIVER	FILLMORE	1924	see note	2016	YES	2016	RPL	380 (413)	7 (6)	6	6 (5) (6)(5)	144	3,456	STEEL HIGH TRUSS	HS 15.0 (HS 22.5)	N	Y	Y	50.6 (47.0) (65.1) (65.3)
	Notes: Cost included with Br 6975 project. Structure replaced with new Bridge 23028.																							
7	6749	2	Hwy. 4	0801-31	HWY. 4 OVER LITTLE COTTONWOOD RIVER	BROWN	1951	$2,324,929	2011	YES	2011	RPL	1,250 (1,400)	7	4	5	98	3,381	STEEL BEAM SPAN	HS 32.0 (HS 32.7)	Y	N	N	66.4 (60.9)
	Notes: Structure replaced with new Bridge 08006																							
7	6762	3	Hwy. 4	8302-33	HWY. 4 OVER WATONWAN RIVER	WATONWAN	1951	$2,972,439	2012	YES	2012	RPL	970 (880)	4	5	5	56	1,932	STEEL BEAM SPAN	HS 34.0 (HS 46.5)	Y	N	N	82.6 (82.7)
	Notes: Structure replaced with new Bridge 83039																							
7	9200	1	Hwy. 14	0804-81	HWY. 14 OVER MINNESOTA RIVER	BROWN	1963	$42,700,000	2017	NO	2019	RPL	8,600 (8,700)	5	6 (5)	4 (5)	566.4	20,107	PRESTR BEAM SPAN	HS 70.0 (HS 35.8)	Y (N)	N	N	38.0 (54.6)
	Notes: To be replaced with new Bridge 08016																							
7	4014	2	Hwy. 22	5205-31	HWY. 22 OVER ROBARTS CREEK	NICOLLET	1923	$331,463	2013	YES	2013	RPL	1,200 (939)	N	N	N	22.5	0	CONC BOX CULV	HS 24.0	Y	N	N	68.2
	Notes: Repaired with custom horse shoe liner																							
7	5834	2	Hwy. 30	1702-10	HWY. 30 OVER BR OF WATONWAN R	COTTONWOOD	1939	$1,019,930	2011	YES	2011	RPL	740 (850)	4	5	5	32	1,072	STEEL BEAM SPAN	HS 30.0 (HS 30.6)	Y	N	N	79.1 (74.5)
	Notes: Replaced with new Culvert 17X01																							
7	5513	1	Hwy. 68	0710-30	HWY. 68 OVER UP RR	BLUE EARTH	1936	$1,543,387	2013	YES	2013	RPL	3,150 (2,699)	4 (7)	3 (8)	5 (7)	115	4,497	CONC DECK GIRD	HS 30.6 (HS 21.9)	Y	N	N	45.7 (34.8) (25.8)
	Notes: Replaced superstructure in rehabilitation project.																							
7	6889	2	Hwy. 71	1705-11	HWY. 71 OVER DES MOINES RIVER	COTTONWOOD	1956	$3,210,447	2010	YES	2010	RPL	2,350	4	4	4	143	4,919	STEEL BEAM SPAN	HS 48.0	Y	N	N	58.2
	Notes: Replaced with new Bridge 17008																							
7	6245	2	Hwy. 75	6704-19	HWY. 75 OVER POPLAR CREEK	ROCK	1932	$853,080	2013	YES	2014	RPL	9,500 (6,900)	N	N	N	22.8	0	CONC BOX CULV	HS 24.0	Y	N	N	52.8 (53.2)
	Notes: Structure replaced with new Culvert 67X03																							

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2019 CHAPTER 152 BRIDGE PROGRAM FINAL REPORT:
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														DECK	SUP	SUB								
7	4930	2	Hwy. 99	4008-25	HWY. 99 OVER MINNESOTA RIVER (ST. PETER)	LE SUEUR	1931	$4,900,000	2017	YES	2018	REHAB	7,000 (5,077)	5	5 (4)	5 (6)	402.3	12,512	CSTL HIGH TRUSS	HS 23.6	N	N (Y) (N)	Y	56.0 (48.5) (50.5)
	Notes: Historic bridge. Rehabilitated.																							
7	6535	2	Hwy. 258	0809-12	HWY. 258 OVER COTTONWOOD RIVER	BROWN	1949	$3,381,311	2012	YES	2012	RPL	700 (470)	4	5	4	163	4,564	STEEL HIGH TRUSS	HS 22.7	Y	N	Y	45.2 (45.6)
	Notes: Replaced with new Bridge 08007																							
7	6821	2	Hwy. 270	6706-13	HWY. 270 OVER MUD CREEK	ROCK	1953	$1,369,237	2011	YES	2011	RPL	740 (840)	4	5	5	37.9	1,251	STEEL BEAM SPAN	HS 29.1	N	N	N	78.6 (74.6)
	Notes: Replaced with new Culvert 67X02																							
8	9114	2	Hwy. 7	1201-32	HWY. 7 OVER CHIPPEWA RIVER	CHIPPEWA	1932	$5,500,000	2014	YES	2014	RPL	1,850 (2,200)	5	5 (4)	5	182	5,951	STEEL HIGH TRUSS	HS 24.1 (HS 22.0)	N (Y)	N	Y	63.7 (43.6) (43.8)
	Notes: Structure replaced with new Bridge 12015																							
8	4667	2	Hwy. 19		HWY. 19 ACCESS RD OVER SULPHER L	REDWOOD	1927				N/A	NOT ON TRUNK HIGHWAY	50 (5)	4	4 (3)	4 (3) (6)	122	3,416	STEEL HIGH TRUSS	HS 17.2	Y	N	Y	44.0 (33.0)
	Notes: Only normal maintenance planned to maintain condition. Hwy. 19 alignment has changed, bridge no longer on trunk highway.																							
8	5388	1	Hwy. 24	4711-20	HWY. 24 OVER N FK CROW RIVER	MEEKER	1935	$3,100,000	2009	YES	2009	RPL	1,650	4	5	5	105	2,919	STEEL LOW TRUSS	HS 16.2	Y	N	Y	47.0
	Notes: Historic truss bridge moved to Lake Louise State Park. Ch. 152 funds not used on this project. Structure replaced with new Bridge 47006																							
8	5380	2	Hwy. 40	1209-22	HWY. 40 OVER LAC QUI PARLE L	CHIPPEWA	1938	$6,600,000	2019			RPL	610 (540)	4	4	5 (6)	220.5	6,284	STEEL HIGH TRUSS	HS 18.0	Y	N	Y	38.9 (39.3)
	Notes: Historic bridge. Bridge to be replaced beyond 2018.																							
8	6962	2	Hwy. 68	6407-28	HWY. 68 OVER DITCH	REDWOOD	1900	$400,525	2009	YES	2009	RPL	1,350	5	5	4	26	905	STEEL BEAM SPAN	HS 24.1	Y	N	N	48.5
	Notes: Bridge replaced with new Culvert 64X09																							
8	87005	2	Hwy. 274		HWY. 274 OVER YELLOW MEDICINE RIVER	YELLOW MEDICINE	1968				N/A	Only Normal Maintenance Needed	920 (1,042)	8 (7)	8 (7)	5	186.9	8,186	PRESTR BEAM SPAN	HS 45.4	Y (N)	N	N	66.9 (83.0) (88.1)
	Notes: No work needed. Condition ratings were re-evaluated - bridge no longer structurally deficient. Only using maintenance dollars, not capital funds.																							
8	6816	2	Hwy. 277	1213-12	HWY. 277 OVER CO DITCH # 22	CHIPPEWA	1952	$650,000	2017	YES	2017	RPL	310 (365)	6	6	4	28.5	1,015	STEEL BEAM SPAN	HS 30.3	Y	N	N	67.9 (70.8)
	Notes: Structure replaced with new Culvert 12X02.																							
M	6654	1	Hwy. 5	1002-89	HWY. 5 OVER RECREATION TRAIL	CARVER	1952	$9,010,101	2012	YES	2014	RPL	16,000 (19,200)	4	5	5	160.2	6,136	CONC DECK GIRD	HS 28.5	Y	N	N	49.1
	Notes: Bridge replaced with new Bridge 10003																							
M	9300	2	Hwy. 5	6201-86	HWY. 5 WEST 7TH ST OVER MISSISSIPPI RIVER	RAMSEY	1961	$12,127,500	2014	YES	2016	RDK	56,000 (28,500)	5 (4)	5 (4) (5) (4)	5	1198.5	87,850	CSTL DECK GIRD	HS 37.0	N (Y)	N	Y	67.0 (66.0) (64.0)
	Notes: FC bridge built in 1961, remodeled in 1986. Historic bridge. Bridge will continue to function safely with rehab project and continued maintenance.																							
M	5462	2	Hwy. 7	2734-33	HWY. 7 (COUNTY ROAD 25) OVER HWY. 100	HENNEPIN	1939		2014	YES	2016	RPL	36,000	4	5	5	190.4	15,080	CONC DECK GIRD	HS 38.5	Y	N	N	71.2
	Notes: Replaced with new Bridge 27305. Cost included with Br. 5598																							
M	82010	2	Hwy. 10	8216-XX	HWY. 10 (PRESCOTT) OVER ST CROIX RIVER	WASHINGTON	1990	$300,000	2018	YES	2018	OL	13,500 (15,700)	6	7	6	683.8	35131	STEEL MOVEABLE	HS 50.0	N	N	Y	61.9
	Notes: Built in 1986 (see endnote 1) and built with a redundant system for FC tie girder. Wisconsin lead project.																							
M	82815	2	Hwy. 35	8280-47	HWY 8 WB OVER I 35	WASHINGTON	1967	$45,400,000	2018	NO	2019	RPL	10,500	7 (5)	7 (6)	7 (6)	355.9	12,706	CSTL DECK GIRD	HS 26.6	N	N	Y	75.9 (74.9)
	Notes: FC bridge built in 1967. Bridge to be replaced with new Bridge 82871. Total project cost listed includes 3 additional bridges and concrete paving on roadway.																							

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														DECK	SUP	SUB								
M	4654	1	Hwy. 36	8221-01	HWY. 36 OVER ST CROIX RIVER	WASHINGTON	1930	$361,739,213	2013	YES	2018	RPL	18,000	8 (7)	6 (4) (3) (4)	5 (6)	1053	25,272	STEEL MOVEABLE	HS 20.0	Y	N	Y	32.8 (17.8) (2.8)
	Notes: Historic bridge. Truss will be converted to pedestrian bridge. The new replacement bridge opened to traffic in August 2017. Structure replaced with new Bridge 82045.																							
M	5723	2	Hwy. 36	6212-148	HWY. 36 OVER LEXINGTON AVE(COUNTY ROAD 51)	RAMSEY	1938	$16,100,000	2016	YES	2016	RPL	85,000	4	4	5	64	10,115	CONC RIGID FRAME	HS 55.0 (HS 40.0)	Y	N	N	61.0
	Notes: Structure replaced with new Bridge 62731.																							
M	9115	1	Hwy. 36	8221-01	HWY. 36 EB OVER HWY. 95	WASHINGTON	1959	see note	2015	YES	2016	RPL	9,750	3 (6) (N)	3 (5) (N)	5 (N)	401	14,957	CONC BOX GIRD	HS 59.1	Y (N)	N (Y)	N	28.3 (66.8)
	Notes: Costs incl w/ Br 4654 (St. Croix River Crossing) project. Structure replaced with new Bridge 82045.																							
M	9800	1	Hwy. 52	6244-30	HWY. 52 (LAFAYETTE) OVER MISS R, RR & STREETS	RAMSEY	1968	$213,913,984	2011	YES	2015	RPL	81,000	5 (4) (8)	4 (8)	7 (6) (8)	3366	254,251	CSTL DECK GIRD	HS 31.7	Y	N	Y	49.5 (47.5) (50.3)
	Notes: Replaced with new Bridges 62017 and 62018																							
M	62026	2	Hwy. 52	6244-36	LAFAYETTE (HWY. 52) OVER UP RR & EATON ST	RAMSEY	1965	$7,725,836	2011	YES	2012	RDK	74,000	6 (5) (7)	4 (5)	5 (7)	580.3	59,017	CSTL BEAM SPAN	HS 34.8 (HS 31.2)	Y	N	N	59.1 (56.9) (57.0) (58.2)
	Notes:																							
M	94277	2	Hwy. 55	2751-51	HWY. 55 OVER BASSETT CREEK	HENNEPIN	1939	$2,026,276	2019			RPL	27,500 (20,500)	N	N	N	20.3	0	CONC BOX CULV	HS 18.0	Y (N)	N	N	36.9 (38.4) (55.1) (54.3)
	Notes: Planned to be replaced in 2019 with Blue Line LRT outside of Ch. 152 program.																							
M	5895	1	Hwy. 61	1913-64	HWY. 61 OVER MISS RIVER, RR, STREET (HASTINGS)	DAKOTA	1950	$215,152,000	2010	YES	2013	RPL	32,500	5 (4)	4	5	1857.3	74,292	CSTL HIGH TRUSS	HS 24.6 (HS 32.2)	Y	N	Y	38.1 (43.4) (41.1)
	Notes: Replaced with new Bridge 19004																							
M	6688	1	Hwy. 61	6222-160	HWY. 61 OVER BNSF RR	RAMSEY	1952	$6,745,095	2010	YES	2010	RPL	24,500	4	4	5	180	11,934	CONC DECK GIRD	HS 38.1	Y	N	N	42.3 (43.7)
	Notes: Replaced with new Bridge 62092																							
M	27046	2	Hwy. 77	2758-75	HWY. 77 SB COLL RD OVER KILLEBREW DRIVE	HENNEPIN	1988		2021			RE-OL	5,000	6	7 (6)	7	504.8	23,170	CSTL BEAM SPAN	HS 62.0	N	N	Y	95.6 (96.6) (97.6)
	Notes: FC bridge built in 1988. All NBIS condition ratings are satisfactory to good. Overlay to be done after 2018. See endnote 1.																							
M	27048	2	Hwy. 77	2758-XX	HWY. 77 SB OFF RAMP OVER 81ST STREET	HENNEPIN	1988		2028-2034			Only Normal Maintenance	3,450	7	7 (6)	7	525.6	24,170	CSTL BEAM SPAN	HS 94.0	N	N	Y	94.7 (95.7)
	Notes: FC bridge built in 1988. All NBIS condition ratings are good. Normal maintenance planned for the program years. Paint and overlay will be needed beyond 2018. See endnote 1.																							
M	27052C	2	Hwy. 77	2758-XX	HWY. 77 NB COLL RD OVER 79TH ST & EB 494/5 RAMPS	HENNEPIN	1989		2028-2034			Only Normal Maintenance	10,000	7	7	7	603.3	25,253	CSTL BEAM SPAN	HS 46.0	N	N	Y	96.2 (97.2)
	Notes: FC bridge built in 1989. All NBIS condition ratings are good. Normal maintenance planned for the program years. Paint and overlay will be needed beyond 2018. See endnote 1.																							
M	9600N	2	Hwy. 77	1925-52	HWY. 77 NB OVER MINNESOTA R & BLACK DOG	HENNEPIN	1978	$2,140,000	2014	YES	2015	Paint	47,000	6	6	7 (6)	5159.1	308,514	STEEL TIED ARCH	HS 34.0 (HS 35.6)	N	N	Y	91.5
	Notes: FC bridge built in 1978. All NBIS condition ratings are satisfactory to good. See endnote 1.																							
M	9600S	2	Hwy. 77	1925-52	HWY. 77 SB OVER MINNESOTA R & BLACK DOG	HENNEPIN	1978	SEE NOTE	2014	YES	2015	Paint	47,000	6	6	7 (6)	5184.7	310,045	STEEL TIED ARCH	HS 34.0 (HS 35.6)	N	N	Y	91.5
	Notes: FC bridge built in 1978. All NBIS condition ratings are satisfactory to good. See endnote 1. (Cost incl w Br 9600N)																							
M	27728	2	I 94	2781-452	I 94 NB ON RAMP OVER GLENWOOD AVE & RR	HENNEPIN	1978		2024-2028			RDK	7,100	6 (5)	6	6 (5)	1475.2	64,614	CSTL BEAM SPAN	HS 42.5	N	N	Y	98.5 (99.5) (98.5) (87.4)
	Notes: FC bridge built in 1978. All NBIS condition ratings are satisfactory. Surface repairs to be done in 2017. Redeck to be done after 2018. See endnote 1.																							

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														DECK	SUP	SUB								
M	27842	2	I 94	2782-327	I 94 WB ON RAMP OVER I 94 & HWY. 65	HENNEPIN	1966	$239,829,043	2018	NO	2021	RPL	20,000	4 (5) (4)	4 (5) (4)	6	534.1	13,566	CCONC BOX GIRD	HS 36.0 (HS 28.0)	Y	N	N	64.8 (64.4)
	Notes: Bridge to be replaced with I35W Transit Project. Cost reflects total project cost. To be replaced with new Bridge 27W07.																							
M	27861	2	I 94	2781-441	I 94 WB OFF RAMP OVER CP RAIL & CITY ST	HENNEPIN	1968	$930,936	2010	YES	2010	RDK	11,000	4 (8) (7)	5 (6)	4 (7)	268	6,888	CSTL BEAM SPAN	HS 31.6	Y	N	N	65.0
	Notes: Economic stimulus (ARRA) funding used to advance project																							
M	27726B	2	I 94	2781-452	I 94 SB OFF RAMP OVER LYNDALE AVE N & RR	HENNEPIN	1979		2026-2031			RDK	10,900	6	6	7	1099.6	28,919	CSTL BEAM SPAN	HS 44.0	N	Y	Y	93.3 (94.3)
	Notes: FC bridge built in 1979. All NBIS condition ratings are satisfactory to good. Surface repairs and ultrathin wearing course to be done in 2017. Redeck to be done after 2018. See endnote 1.																							
M	27727B	2	I 94	2781-452	I 94 SB ON RAMP OVER GLENWOOD AVE & RR'S	HENNEPIN	1978		2026-2031			RDK	8,000	6	6 (5)	6 (5)	1896.25	54,542	PRESTR BEAM SPAN	HS 40.0 (HS 33.8)	N	Y (N)	Y	94.4 (95.4) (86.3)
	Notes: FC bridge built in 1978. All NBIS condition ratings are satisfactory. Surface repairs and ultrathin wearing course to be done in 2017. Redeck to be done after 2018. See endnote 1.																							
M	27799R	2	I 94	2781-452	I 94 EB ON RAMP OVER LYNDALE AVENUE SB	HENNEPIN	1969		2028-2034			RDK	25,400	6	7 (6)	7	783.7	29,470	CSTL BEAM SPAN	HS 42.0 (HS 41.0)	N	N	Y	85.8
	Notes: FC bridge built in 1989, remodeled in 1987. NBIS condition ratings are satisfactory. Epoxy chip seal to be done in 2017. Paint and re-deck will be needed beyond 2018.																							
M	5598	2	Hwy. 100	2734-33	MINNETONKA BLVD OVER HWY. 100	HENNEPIN	1939	$83,884,993	2014	YES	2015	RPL	19,100	4	4	5	163.6	12,794	CONC DECK GIRD	HS 40.1 (HS 40.2)	Y	N	N	63.0
	Notes: Cost incl w/ Br 5462 project. Replaced with new Bridge 27306.																							
M	27789	2	Hwy. 100	NA	HWY. 100 SB CD OVER SB CD RP & FRNT RD	HENNEPIN	1989		2019-2027			RE-OL	2,000	6	6	7 (6)	966.6	38,228	CSTL BEAM SPAN	HS 70.0 (HS 31.0)	N	N	Y	90.0 (91.0)
	Notes: FC bridge built in 1989. All NBIS condition ratings are fair to good. Normal maintenance planned for the program years. Paint and overlay will be needed beyond 2018. See endnote 1.																							
M	27791	2	Hwy. 100	NA	HWY. 100 SB ON RAMP OVER GLENWOOD AVE TO SB 100	HENNEPIN	1989		2028-2034			RE-OL	2,000	7	7 (6)	7	495	13,910	CSTL BEAM SPAN	HS 55.0	N	N	Y	97.0 (98.0)
	Notes: FC bridge built in 1989. All NBIS condition ratings are good. Normal maintenance planned for the program years. Paint and overlay will be needed beyond 2018. See endnote 1.																							
M	62090	2	Hwy. 149	6223-20	HWY. 149 (SMITH AVE) OVER MISSISSIPPI R & RAILROAD	RAMSEY	1986	$43,067,685	2017	YES	2018	RDK	18,000 (14,000)	6 (5)	7 (6)	7	2769.7	150,395	CSTL TIED ARCH	HS 42.0	N	N	Y	85.1 (91.1) (90.7)
	Notes: Built in 1986 (see endnote 1) and built with a redundant system for FC tie girder. High bridge. Project costs reflect actual construction bid amount.																							
M	6347	2	Hwy. 243	1311-04	HWY. 243 (OSCEOLA) OVER ST CROIX RIVER	CHISAGO	1953	$909,311	2010	YES	2010	OL & PT	7,600 (6,985)	7 (6) (5)	6	7 (6)	674	23,051	STEEL DECK TRUSS	HS 19.5 (HS 26.2)	N	N	Y	65.6 (72.4)
	Notes: Border bridge with Wisconsin. Replacement planned in 2023-2028 timeframe.																							
M	6630	1	Hwy. 280	6241-51	HENNEPIN AVENUE OVER MT RAIL	RAMSEY	1954	$2,122,057	2009	YES	2009	RPL	16,000	4	4	5	96.5	6,388	CONC SLAB SPAN	HS 26.6	Y	N	N	36.8
	Notes: Replaced with new Bridge 62049																							
M	6738	1	Hwy. 280	6241-51	LARPENTEUR(COUNTY ROAD30) OVER HWY. 280	RAMSEY	1954	$2,526,258	2009	YES	2009	RPL	13,500	4	4	4	150.2	10,259	CONC DECK GIRD	HS 41.0	Y	N	N	49.0
	Notes: Cost incl w/ Br 6630 project; Replaced with new Bridge 62048																							
M	27753	2	I 394		I 394R RAMP OVER NB HWY. 100 TO 394 HOV EB	HENNEPIN	1989		2028-2034			RE-OL	7,600	7	7 (6)	7	520	13,572	CSTL BEAM SPAN	HS 48.0	N	N	Y	97.0 (98.0)
	Notes: FC bridge built in 1988. All NBIS condition ratings are good or satisfactory. Normal maintenance planned for the program years. Paint and overlay will be needed beyond 2018. See endnote 1.																							
M	27788	2	I 394		I 394 EB ON RAMP OVER HWY. 100 NB ON RAMP	HENNEPIN	1989		2028-2034			RE-OL	4,500	7	7 (6)	7	288.6	7,590	CSTL BEAM SPAN	HS 56.0 (HS 93 1.2)	N	N (Y)	Y	94.0 (95.0) (36.0)
	Notes: FC bridge built in 1988. All NBIS condition ratings are good or satisfactory. Normal maintenance planned for the program years. Paint and overlay will be needed beyond 2018. See endnote 1.																							
M	27753A	2	I 394		I 394R RAMP OVER 394 HOV WB TO NB HWY. 100	HENNEPIN	1989		2028-2034			RE-OL	3,800	7	7 (6)	7	360.3	9,404	CSTL BEAM SPAN	HS 48.0	N	N	Y	97.0 (98.0)
	Notes: FC bridge built in 1988. All NBIS condition ratings are good or satisfactory. Normal maintenance planned for the program years. Paint and overlay will be needed beyond 2018. See endnote 1.																							

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														DECK	SUP	SUB								
M	27776A	2	I 394		I 394R OVER I 394 WB, DUNWOODY BLVD	HENNEPIN	1987		2028-2034			RE-OL	7,600	7	7 (6)	7	2738.41	154,403	CSTL BEAM SPAN	HS 43.0	N	N	Y	93.8 (94.8)
	Notes: FC bridge built in 1988. All NBIS condition ratings are good or satisfactory. Normal maintenance planned for the program years. Paint and overlay will be needed beyond 2018. See endnote 1.																							
M	27776B	2	I 394		I 394R EB OVER I 394 & DOWNTOWN RAMPS	HENNEPIN	1987		2028-2034			RE-OL	2,175	7	7 (6)	7	538	25,078	CSTL BEAM SPAN	HS 43.0	N	N	Y	94.7 (95.7)
	Notes: FC bridge built in 1988. All NBIS condition ratings are good or satisfactory. Normal maintenance planned for the program years. Paint and overlay will be needed beyond 2018. See endnote 1.																							
M	27789A	2	I 394		I 394 EB OFF RAMP OVER SB HWY. 100	HENNEPIN	1989		2019-2027			RE-OL	6,000	7	7 (6)	7 (6)	161.8	1,877	CSTL BEAM SPAN	HS 70.0 (HS 31.0)	N	N	Y	99.0 (100.0)
	Notes: FC bridge built in 1988. All NBIS condition ratings are good or satisfactory. Normal maintenance planned for the program years. Paint and overlay will be needed beyond 2018. See endnote 1.																							
M	9197	2	I 694	6280-304	I 694 WB OVER BNSF RR	RAMSEY	1960		2007	YES	2009	RPL w/ Unweave/Weave Proj.	51,500	4	6	5	123.3	9,211	PRESTR BEAM SPAN	HS 57.0	Y	N	N	71.0
	Notes: RPL w/ Unweave/Weave Project. Replaced with new Bridge 62904.																							
M	82805	3	I 694	8286-64	I 694 SB OVER UP RR	WASHINGTON	1967		2010	YES	2010	RDK	35,000 (36,500)	4 (8)	6 (7)	7 (6)	144.7	6,257	CSTL BEAM SPAN	HS 41.9	Y (N)	N	N	95.0 (98.0)
	Notes: Tier 3 Bridge - cost not included in Chapter 152 Program. Economic stimulus (ARRA) funding used.																							
M	82806	3	I 694	8286-64	I 694 NB OVER UP RR	WASHINGTON	1967		2010	YES	2010	RDK	35,000 (36,500)	4 (7)	6 (7)	5 (6)	144.7	6,257	CSTL BEAM SPAN	HS 41.9 (HS 30.6)	Y (N)	N	N	84.0 (93.7) (96.7)
	Notes: Tier 3 Bridge - cost not included in Chapter 152 Program. Economic stimulus (ARRA) funding used.																							
M	6513	2	I 35E	6280-353	MARYLAND (COUNTY ROAD 31) OVER I 35E	RAMSEY	1958	$14,546,185	2012	YES	2012	RPL	22,500 (27,900)	4	5	5	198.7	19,930	STEEL BEAM SPAN	HS 32.0 (HS 48.0)	Y	N	N	77.0
	Notes: Replaced with new Bridge 62626																							
M	6515	1	I 35E	6280-308	I 35E OVER CAYUGA ST & BNSF RR	RAMSEY	1965	$161,980,647	2014	YES	2016	RPL	148,000	5	4	4	1285.4	120,185	CSTL BEAM SPAN	HS 29.0	Y	N	N	40.8
	Notes: Replaced by new Bridge 62924 and 62925.																							
M	6517	2	I 35E	6280-308	I 35E OVER BNSF RR	RAMSEY	1963		2014	YES	2015	RPL	148000 (149,000)	4	4	4	297.8	34,992	CSTL BEAM SPAN	HS 31.3 (HS 30.6)	Y	N	N	53.0 (51.8)
	Notes: Cost incl w/ Br 6515 (Cayuga) project. Replaced with new Bridge 62920																							
M	9265	2	I 35E	6280-308	I 35E OVER PENNSYLVANIA AVE	RAMSEY	1964		2014	YES	2015	RPL	144,000 (154,000)	4	4	4	164.8	19,166	STEEL BEAM SPAN	HS 44.0	Y	N	N	64.0
	Notes: Cost incl w/ Br 6515 (Cayuga) project. Replaced with new Bridge 62918																							
M	9053	1	I 35W	2782-320	W 94TH ST OVER I 35W	HENNEPIN	1957	$8,900,627	2014	YES	2014	RDK	12,800 (11,000)	5 (8)	4 (7)(6)	6 (7)	199.3	12,815	PRESTR BEAM SPAN	HS 53.8 (HS 31.9)	Y	N	N	48.7 (49.1)
	Notes: Historic bridge.																							
M	9570	2	I 35W	6284-163	COUNTY ROAD E2 (COUNTY ROAD 73) OVER I 35W	RAMSEY	1964	$13,617,140	2016	YES	2016	RPL	5,700 (10,100)	7	4	5	213.5	8,284	PRESTR BEAM SPAN	HS 55.0 (HS 39.3)	Y	N	N	52.0
	Notes: Replaced with new Bridge 62873																							
M	9796	1	I 35W	2782-288	W 76TH ST OVER I 35W	HENNEPIN	1959		2008	YES	2009	RPL	23,800	4	4	7	187.2	12,037	CSTL BEAM SPAN	HS 49.3	Y	N	N	44.5
	Notes: Replaced with new Bridge 27V98																							
M	27871	1	I 35W	2782-327	I 35W SB OVER HWY. 65 NB	HENNEPIN	1967	see note	2017	NO	2021	RPL	48,500	5	5	4	363.4	12,973	CCONC BOX GIRD	HS 67.0	Y	N	N	44.1
	Notes: The structure will be replaced with new Bridge 27W05. Cost included with Br. 27842.																							
M	27930	2	I 35W	2782-281	HWY. 121 NB OVER I 35W SB	HENNEPIN	1964		2007	YES	2009	RPL	6,000	4	5	6	307	10,254	CSTL BEAM SPAN	HS 31.5	Y	N	N	62.4
	Notes: Replaced with new Bridge 27V65																							

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2019 CHAPTER 152 BRIDGE PROGRAM FINAL REPORT:
Fracture Critical and Structurally Deficient Trunk Highway Bridges as of March 1, 2008

DISTRICT	BRIDGE NUMBER	CH 152 TIER	ROUTE NUMBER	STATE PROJECT #	FACILITY - FEATURE CROSSED	COUNTY	YEAR BUILT	TOTAL PROJECT COST ESTIMATE	PLANNED YEAR OF CONSTRUCTION	SUBSTANTIALLY COMPLETE	YEAR OF SUBSTANTIAL COMPLETION	CH 152 WORK PLANNED	ADT	NBIS RATING			BRIDGE LENGTH	DECK AREA	MAIN SPAN TYPE	LOAD (OPERATING) RATING	STRUCTURALLY DEFICIENT	FUNCTIONALLY OBSOLETE	FRACTURE CRITICAL	SUFFICIENCY RATING
														DECK	SUP	SUB								
M	27932	1	I 35W	2782-281	HWY. 62 EB OVER I 35W	HENNEPIN	1964		2007	YES	2009	RPL w/ Crosstown Project	50,000	4	4	6	376	12,558	CCONC BOX GIRD	HS 36.0	Y	N	N	37.0
	Notes: Replaced with New Bridge 27V68																							
M	27937	2	I 35W	2782-281	HWY. 62 WB OVER I 35W NB	HENNEPIN	1964		2007	YES	2009	RPL w/ Crosstown Project	49,000	4	4	6	224.3	5,720	CCONC BOX GIRD	HS 38.5	Y	N	N	55.4
	Notes: Replaced with New Bridge 27V76																							
M	27938	2	I 35W	2782-281	35W SB TO EB HWY. 62 OVER I 35 NB	HENNEPIN	1964		2007	YES	2009	RPL w/ Crosstown Project	22,750	4	4	7	289.5	7,382	CCONC BOX GIRD	HS 45.2	Y	N	N	64.2
	Notes: Replaced with New Bridge 27V79																							
M	27939	2	I 35W	2782-281	I 35W SB OVER E 60TH ST	HENNEPIN	1963		2007	YES	2009	RPL w/ Crosstown Project	85,000	4	4	7	126.6	7,786	CSTL BEAM SPAN	HS 33.7	Y	N	N	58.1
	Notes: Replaced with New Bridge 27V81																							
M	27940	2	I 35W	2782-281	I 35W NB OVER E 60TH ST	HENNEPIN	1963		2007	YES	2009	RPL w/ Crosstown Project	85,000	4	4	7	126.6	7,786	CSTL BEAM SPAN	HS 33.7	Y	N	N	58.1
	Notes: Structure replaced with new Bridge 27V81 under Cross-town project																							
M	27941	2	I 35W	2782-281	35W SB TO HWY. 62 EB OVER HWY. 62 WB	HENNEPIN	1964		2007	YES	2009	RPL w/ Crosstown Project	22,750	4	4	5	243.6	6,212	CCONC BOX GIRD	HS 62.1	Y	N	N	64.2
	Notes: Structure replaced with new Bridge 27V79 under Cross-town project																							
M	62853	2	I 35W		I35W RAMP TO HWY. 36 EB OVER HWY. 280 NB	RAMSEY	1970		2019-2027			RPL	10,000	6	6	6	294.4	12,777	CSTL BEAM SPAN	HS 37.0	N	N	Y	97.3
	Notes: FC bridge built in 1970. All NBIS condition ratings are satisfactory. Normal maintenance planned for the program years. Replacement will be needed beyond 2018. See endnote 1.																							
M	27776C	2	I 394		I 394R WB OVER I 394 WB ON RAMP	HENNEPIN	1987		2028-2034			RE-OL	2,175	7	7 (6)	7	626	32,446	CSTL BEAM SPAN	HS 43.0	N	N	Y	95.7 (96.7)
	Notes: FC bridge built in 1989. All NBIS condition ratings are good. Normal maintenance planned for the program years. Paint and overlay will be needed beyond 2018. See endnote 1.																							
M	27776F	2	I 394		394R EB RAMP OVER I 94 EB (ST. PAUL)	HENNEPIN	1987		2028-2034			RE-OL	1,087	7	7 (6)	7	1199.98	31,403	CSTL BEAM SPAN	HS 43.0	N	N	Y	95.8 (96.8)
	Notes: FC bridge built in 1989. All NBIS condition ratings are good. Normal maintenance planned for the program years. Paint and overlay will be needed beyond 2018. See endnote 1.																							

ENDNOTE 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 used to fabricate bridges using improved welding techniques for assembly.

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