HistoricBridges.org - National Bridge Inventory Data Sheet

2012 Inventory

The National Bridge Inventory contains data submitted by state transportion departments to the Federal Highway Administration in coded format.
Form Interface Design: www.historicbridges.org. Data Conversion Assistance By www.bridgehunter.com. None of the involved parties make any guarantee of accuracy.

Basic Information

Minnesota [27]	Dakota County [037]	Hastings [27530]	0.9 MI N OF JCT TH 55	44-44-49 = 44.746944	092-51-09 = -92.852500

5895	Highway agency district	5	Owner	State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route	61		US 61	Toll	On free road [3]	Features intersected	Mississippi R. & 2nd St.

Design - main	Steel continuous [4]	Design - approach	Steel [3]	Kilometerpoint	0 km = 0.0 mi		
3	Truss - Thru [10]	10	Stringer/Multi-beam or girder [02]	Year built	1950	Year reconstructed	#Num!
				Skew angle	0	Structure Flared	
				Historical significance	Bridge is eligible for the NRHP. [2]		

Total length	566.1 m = 1857.4 ft	Length of maximum span	156.7 m = 514.1 ft	Deck width, out-to-out	12.2 m = 40.0 ft	Bridge roadway width, curb-to-curb	9.8 m = 32.2 ft
Inventory Route, Total Horizontal Clearance	9.7 m = 31.8 ft	Curb or sidewalk width - left	1.4 m = 4.6 ft	Curb or sidewalk width - right	0.3 m = 1.0 ft		

Deck structure type	Concrete Cast-in-Place [1]
Type of wearing surface	Low slump Concrete [4]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	28.4 metric ton = 31.2 tons	
3.1 km = 1.9 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	52.6 metric ton = 57.9 tons	
	Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]	

Functional Details

Average Daily Traffic	32500	Average daily truck traffi	4 %	Year	2004	Future average daily traffic	32500
Year	2029						
Road classification	Other Principal Arterial (Urban) [14]	Lanes on structure	2	Approach roadway width	14.6 m = 47.9 ft		
Type of service on bridge	Highway-pedestrian [5]	Direction of traffic	2 - way traffic [2]	Bridge median			
Parallel structure designation	No parallel structure exists. [N]						
Type of service under bridge	Highway-waterway [6]	Lanes under structure	6	Navigation control	Navigation control on waterway (bridge permit required). [1]		
Navigation vertical clearanc	14.6 m = 47.9 ft	Navigation horizontal clearance	106.7 m = 350.1 ft				
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft	Minimum vertical clearance over bridge roadway	4.48 m = 14.7 ft				
Minimum lateral underclearance reference feature	Highway beneath structure [H]						
Minimum lateral underclearance on right	0.3 m = 1.0 ft	Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	4.91 m = 16.1 ft	Minimum vertical underclearance reference feature	Highway beneath structure [H]				
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrrective action [3]						

Repair and Replacement Plans

Type of work to be performed

Widening of existing bridge or other major structure without deck rehabilitation or replacement [33]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	10698000	Roadway improvement cost	155000
Length of structure improvement	566 m = 1857.0 ft	Total project cost	2338000
Year of improvement cost estimate	2011		
Border bridge - state		Border bridge - percent responsibility of other state	
Border bridge - structure number			

Inspection and Sufficiency

Structure status	Posted for load [P]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructur	Poor [4]	Appraisal ratings - roadway alignment	Better than present minimum criteria [7]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Poor [4]		

Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]

Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	41.4

Culverts	Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings	
Traffic safety features - transitions	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail ends	Inpected feature meets currently acceptable standards. [1]

Inspection date	April 2011 [0411]	Designated inspection frequency	12	Months

Underwater inspection	Unknown [Y60]	Underwater inspection date	April 2011 [0411]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	April 2011 [0411]
Other special inspection	Not needed [N]	Other special inspection date	