

The National Bridge Inventory contains data submitted by state transportation 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] Ramsey County [123] St. Paul [58000] 2.1 MI SW OF JCT TH 51 44-53-38 = 44.893889 093-10-54 = - 93.181667

9300 Highway agency district 5 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 5 TH 5 (WEST 7 ST) Toll On free road [3] Features intersected MISS RIVER & CITY ST

Design - main Steel continuous [4] Design - approach Girder and floorbeam system [03] Other [00] Kilometerpoint 0 km = 0.0 mi

7 Year built 1961 Year reconstructed 1986

Skew angle 0 Structure Flared

Historical significance Bridge is not eligible for the NRHP. [5]

Total length 365.3 m = 1198.5 ft Length of maximum span 91.4 m = 299.9 ft Deck width, out-to-out 22.3 m = 73.2 ft Bridge roadway width, curb-to-curb 17.7 m = 58.1 ft

Inventory Route, Total Horizontal Clearance 0 m = 0.0 ft Curb or sidewalk width - left 2.4 m = 7.9 ft Curb or sidewalk width - right 0 m = 0.0 ft

Deck structure type Concrete Cast-in-Place [1]

Type of wearing surface Low slump Concrete [4]

Deck protection Epoxy Coated Reinforcing [1]

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 1.1 km = 0.7 mi Method to determine inventory rating Allowable Stress(AS) [2] Inventory rating 40.8 metric ton = 44.9 tons

Method to determine operating rating Allowable Stress(AS) [2] Operating rating 60.4 metric ton = 66.4 tons

Bridge posting Equal to or above legal loads [5] Design Load MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

Year of improvement cost estimate

Border bridge - state Border bridge - percent responsibility of other state

Border bridge - structure number

Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Fair [5]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]
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Channel and channel protection	Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]
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Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	
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Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	66
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Culverts	Not applicable. Used if structure is not a culvert. [N]
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Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]

Inspection date	May 2011 [0511]	Designated inspection frequency	12	Months
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Underwater inspection	Unknown [Y60]	Underwater inspection date	May 2011 [0511]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	May 2011 [0511]
Other special inspection	Not needed [N]	Other special inspection date	