

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.  
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**Basic Information**

Minnesota [27]	Ramsey County [123]	St. Paul [58000]	0.7 MI SE OF TH 35E & 94	44-56-40 = 44.944444	093-05-17 = - 93.088056
9036	Highway agency district 5	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route #Num!	Robert St (US952A)	Toll On free road [3]	Features intersected	Mississippi River & RR	
Design - main	Concrete [1]	Design - approach	Prestressed concrete [5]	Kilometerpoint	0 km = 0.0 mi
8	Arch - Deck [11]	9	Other [00]	Year built	1926
				Year reconstructed	1989
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is on the NRHP. [1]
Total length	435.5 m = 1428.9 ft	Length of maximum span	80.5 m = 264.1 ft	Deck width, out-to-out	24.5 m = 80.4 ft
				Bridge roadway width, curb-to-curb	17.1 m = 56.1 ft
Inventory Route, Total Horizontal Clearance	17 m = 55.8 ft	Curb or sidewalk width - left	2.9 m = 9.5 ft	Curb or sidewalk width - right	2.9 m = 9.5 ft
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]				
Deck protection	Epoxy Coated Reinforcing [1]				
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	33.9 metric ton = 37.3 tons
0.2 km = 0.1 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	53.1 metric ton = 58.4 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	MS 22.5 / HS 25 [9]	

### Functional Details

Average Daily Traffic	19000	Average daily truck traffi	2	%	Year	2004	Future average daily traffic	19000	Year	2029
Road classification	Minor Arterial (Urban) [16]	Lanes on structure	5		Approach roadway width	17.1 m = 56.1 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-railroad [	Lanes under structure	6		Navigation control	Navigation control on waterway (bridge permit required). [1]				
Navigation vertical clearanc	18.9 m = 62.0 ft			Navigation horizontal clearance	61 m = 200.1 ft					
Minimum navigation vertical clearance, vertical lift bridge				Minimum vertical clearance over bridge roadway	30.48 m = 100.0 ft					
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	0.4 m = 1.3 ft				Minimum lateral underclearance on left	0.3 m = 1.0 ft				
Minimum Vertical Underclearance	7.28 m = 23.9 ft			Minimum vertical underclearance reference feature	Highway beneath structure [H]					
Appraisal ratings - underclearances	Basically intolerable requiring high priority of replacement [2]									

### Repair and Replacement Plans

Type of work to be performed	Work done by	Work to be done by contract [1]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	15165000	Roadway improvement cost	959000						
	Length of structure improvement	436 m = 1430.5 ft			Total project cost	14394000				
	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	Open, no restriction [A]	Appraisal ratings - structural	Better than present minimum criteria [7]
Condition ratings - superstructure	Good [7]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		
Scour	Countermeasures have been installed to mitigate an existing problem with scour. [7]		
Channel and channel protection	Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]		
Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	74.6
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions	Not applicable or a safety feature is not required. [N]		
Traffic safety features - approach guardrail	Not applicable or a safety feature is not required. [N]		
Traffic safety features - approach guardrail ends	Not applicable or a safety feature is not required. [N]		
Inspection date	August 2011 [0811]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	August 2011 [0811]
Fracture critical inspection	Unknown [N00]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	