

Highlights from FHWA’s 2023 National Bridge Inventory Data

- Of the 1,117 bridges in the counties of this district, 28, or 2.5 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is up from 25 bridges classified as structurally deficient in 2019.
- Repairs are needed on 198 bridges in the district, which will cost an estimated \$137.0 million.
- This compares to 211 bridges that needed work in 2019.
- There currently are now projects in the District that use IJA formula bridge funds.

Bridge Inventory

Type of Bridge	All Bridges			Structurally Deficient Bridges		
	Total Number	Area (sq. meters)	Daily Crossings	Total Number	Area (sq. meters)	Daily Crossings
Rural Bridges						
Interstate	5	2,628	138,361	0	0	0
Other principal arterial	44	29,520	465,349	1	1,062	6,497
Minor arterial	121	62,392	449,739	0	0	0
Major collector	127	43,104	146,254	3	1,375	7,070
Minor collector	79	18,292	36,741	1	339	355
Local	303	49,031	34,887	18	2,096	1,282
Urban Bridges						
Interstate	74	153,804	2,553,121	1	1,889	92,000
Freeway/expressway	42	82,447	1,274,313	0	0	0
Other principal arterial	58	144,864	1,209,568	1	1,344	7,300
Minor arterial	106	161,838	1,379,118	2	2,179	22,200
Collector	103	81,369	374,882	1	77	2,850
Local	55	18,483	24,195	0	0	0
Total	1,117	847,772	8,086,528	28	10,361	139,554

Proposed Bridge Work

Type of Work	Number	Cost (millions)	Daily Crossings	Area (sq. meters)
Bridge replacement	0	\$0	0	0
Widening & rehabilitation	0	\$0	0	0
Rehabilitation	28	\$17.0	139,554	10,361
Deck rehabilitation/replacement	0	\$0	0	0
Other work	170	\$120.0	1,008,788	74,295
Total	198	\$137.0	1,148,342	84,655

Top Most Traveled Structurally Deficient Bridges in this District

County	Year Built	Daily Crossings	Type of Bridge	Location
Dakota	1959	92,000	Urban Interstate	I 35W over UP RR, Cliff Rd (Csah32)
Dakota	1969	16,800	Urban minor arterial	Msas 102 over I 35W
Goodhue	1955	7,300	Urban other principal arterial	US 61 over Cp Rail
Dakota	1958	6,497	Rural arterial	Mn 55 over US 52 NB
Goodhue	1960	6,100	Rural major collector	Csah 11 over US 52
Washington	1967	5,400	Urban minor arterial	Csah 5 over Mz Ltd; Browns Creek
Rice	1955	2,850	Urban collector	Csah 78 over Heath Creek
Goodhue	1920	570	Rural major collector	Csah 7 over Stream
Goodhue	1966	400	Rural major collector	Csah 2 over Wells Creek
Goodhue	1973	355	Rural minor collector	Csah 8 over Belle Creek

Data includes information for the following area(s): Dakota County, Goodhue County, Rice County, Scott County, Wabasha County, Washington County

About the data: Data is from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on July 3, 2023. Note that specific conditions on bridges may have changed because of recent work or updated inspections.

Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 surface transportation law Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient.

The new definition limits the classification to bridges where one of the key structural elements—the deck, superstructure, substructure or culverts, are rated in poor or worse condition. During inspection, the conditions of a variety of bridge elements are rated on a scale of 0 (failed condition) to 9 (excellent condition). A rating of 4 is considered “poor” condition.

Cost estimates have been derived by ARTBA, based on 2020 and average bridge replacement costs for structures on and off the National Highway System, [published by FHWA](#). Bridge rehabilitation costs are estimated to be 68 percent of replacement costs. A bridge is considered to need repair if the structure has identified repairs as part of the NBI, a repair cost estimate is supplied by the bridge owner or the bridge is classified as structurally deficient. Please note that for a few states, the number of bridges needing to be repaired can vary significantly from year to year, and reflects the data entered by the state.

Bridges are classified by FHWA into types based on the functional classification of the roadway on the bridge. Interstates comprise routes officially designated by the Secretary of Transportation. Other principal arterials serve major centers of urban areas or provide mobility through rural areas. Freeways and expressways have directional lanes generally separated by a physical barrier, and access/egress points generally limited to on- and off-ramps. Minor arterials serve smaller areas and are used for trips of moderate length. Collectors funnel traffic from local roads to the arterial network; major collectors have higher speed limits and traffic volumes and are longer in length and spaced at greater intervals, while minor collectors are shorter and provide service to smaller communities. Local roads do not carry through traffic and are intended for short distance travel.