

Minnesota Attorney General: Administrative Rules Proceedings

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Version 3
August 20, 2018

MINNESOTA STATE REGULATIONS

Notice of filing by the Commissioner of Administration

We have received on this date, stamped and filed 2 copies of Rules and Regulations pertaining to the Dept of Highways (Agency or Board)

Regulation No. Not Coded

Subject: Rules Relating to Bridge Inspection + Inventory

Department of Administration
Publication, Central Services Division
Documents Section
140 Centennial Office Building
St. Paul, Minnesota 55155
Telephone: (612) 296-2874

FILED
RICHARD L. BRUBACHER
Commissioner of Administration

JUL 7 1975

BY Eda Staudemaier 3:45PM
AUTH. SIGNATURE

Stamped and filed with the Secretary of State 7-7-75

Rev. 9-72

STATEMENT OF COMPLIANCE WITH

MANUAL OF RULE MAKING PROCEDURES

I, Special Assistant Attorney General Craig R. Anderson, do hereby declare that I have examined the proposed rules and all related documents and that, based on them and my personal familiarity with the applicable procedures, the Manual of Rule Making Procedures has been followed. Any exceptions are noted below.

Craig R. Anderson

Special Assistant Attorney General

Dated: June 27, 1975.

RULES AND REGULATIONS FOR THE INSPECTION AND INVENTORY OF BRIDGES IN THE STATE OF MINNESOTA

(a) Purpose. The purpose of these rules and regulations is to carry out the mandate of the legislature and to implement that mandate as set forth in Minnesota Statutes, Chapter 165, as amended by the Legislature in 1973, with reference to the inspection and inventory of bridges in the State of Minnesota.

(b) Scope. The scope of this regulation is confined to and consistent with Minnesota Statutes, Section 165.03, as amended.

(c) Definitions.

(1) Bridge. A bridge is defined as a structure including supports erected over a depression or an obstruction, as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured horizontally along the center of the roadway of more than 20 feet between undercopings of abutments, or more than 20 feet between spring line of arches, or extreme ends of openings for multiple boxes: it also includes multiple pipes where the clear distance between openings is less than half of the smaller contiguous opening. This definition of a bridge describes all railroad bridges, but for application of these rules and regulations all railroad bridges are excluded except for railroad bridges over or under a public highway or street.

(2) Inspection. The term inspection shall mean examining a structure evaluating the physical condition observed, and reporting the

observations and evaluations on the bridge inspection report form as adopted by the commissioner.

(3) Inventory. The term inventory as used herein shall mean the gathering and reporting of all information as provided for on the Structure Inventory sheet as adopted by the commissioner.

(4) Rating. The term rating shall mean determining the safe live load carrying capacity of a bridge. The rating for a bridge shall be determined in accordance with procedures specified in the AASHTO Manual for Maintenance Inspection of Bridges except that Minnesota Legal Vehicles shall be used rather than AASHTO typical vehicles for highway bridges.

(5) Posting. The term posting shall mean the placement of regulatory signs at a bridge indicating the safe load carrying capacity of the bridge.

(6) AASHTO manual. The "AASHTO Manual" referred to in these regulations is the Manual for Maintenance Inspection of Bridges, published by the American Association of State Highway and Transportation Officials, 341 National Press Building, Washington D.C. 20004.

(7) The Bridge Inspector's Training Manual referred to in these rules may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

(d) Application of standards. These bridge inspection and inventory standards apply to all structures defined herein as bridges which either lie within or cross the borders of the State of Minnesota,

and which are located wholly or partially within or over the right of way of any state trunk highway, or which are located wholly or partially within or over the right of way of any county or township road, or which are located wholly or partially within or over the right of way of any street located within or along municipal limits, or which are toll bridges used by the general public, or which are located on state, county or city lands and exist for the use of the general public. All railroad bridges are excluded from these rules and regulations except for railroad bridges over or under a public highway or street. Bridges on recreation trails used only by pedestrians, bicycles and recreational vehicles are not included in these rules and regulations.

(e) Qualifications of personnel. The following officials have the responsibility for inspection and inventory of bridges:

a. The commissioner of highways for all bridges located wholly or partially within or over the right-of-way of a state trunk highway and for toll bridges used by the general public.

b. The county highway engineer for all bridges located wholly or partially within or over the right-of-way of any county or township road, or any street within a municipality which does not have a city engineer regularly employed.

c. The city engineer for all bridges located wholly or partially within or over the right-of-way of any street located within or along municipal limits.

The individual in charge of the bridge inspection and inventory for

each organizational unit described above shall be registered in the State of Minnesota as a professional engineer.

The individual in charge of the inspection team shall have the following qualifications:

a. Be registered in the State of Minnesota as a professional engineer or

b. Have a minimum of 5 years experience in bridge inspection assignments in a responsible capacity and have completed a comprehensive training course based on the "Bridge Inspector's Training Manual" which has been developed by a joint Federal-State Task force.

(f) Frequency of inspections.

(1) Each bridge shall be inspected annually. Interim inspections at intervals of less than one year may be necessary on bridges that are posted, bridges subjected to extreme scour conditions, bridges subject to significant substructure movement or settlement, and for other reasons as specified or inferred in section 2.3 of the AASHTO manual.

(2) The thoroughness of each inspection will depend on such factors as age, traffic characteristics, state of maintenance, and known deficiencies. The evaluation of these factors will be the responsibility of the engineer assigned the responsibility for inspection as defined above.

(g) Frequency of performing inventory. An inventory shall be prepared for each bridge and shall be updated annually.

(h) Inspection. The items to be inspected and reported on the bridge inspection report form shall include but not be limited to those items specified in section 2.5 of the AASHTO manual. The Bridge Inspector's Training Manual shall be used as a guide to additional items to be inspected for special cases.

(i) Ratings. Each structure required to be inspected under these rules shall be rated to determine its safe load carrying capacity and the rating shall be reported on a Structure Inventory Sheet form. A structure shall be re-rated when it is determined that a significant change has occurred in condition of the structure. Ratings shall be reviewed and the structure re-rated if necessary when the allowable legal load using the structure is increased. Changes in the rating of a bridge shall be indicated on the Structure Inventory Sheet form.

(j) Posting. Where it is determined that the maximum legal load under state law exceeds the load permitted on the structure under the operating rating stress level assigned, the bridge must be posted. Posting signs as adopted by the Commissioner shall be used for the posting.

(k) Reporting. Each highway authority responsible for inspection and inventory of bridges shall submit an updated copy of the Structure Inventory Sheet form for each bridge under its jurisdiction to the Commissioner by February 15, annually.

(l) Short Bridges. It is acknowledged that many roads structures in the state are too short to meet the definition of a bridge (as defined

herein). However, the definition applied to this standard is not intended to diminish the importance of providing for safe usage of these shorter structures. An inspection, rating, and posting procedure similar to that enumerated in this standard is recommended for these structures at the discretion of the local road authority.

APPROVED AS TO FORM AND LEGALITY
JUL 7 1975 19
WARREN SPANNAUS, ATTORNEY GENERAL
BY /s/ Michael B. Miller
SPECIAL ASSISTANT ATTORNEY GENERAL

STATE OF MINNESOTA
DEPARTMENT OF STATE
FILED
JUL 7 - 1975 - 3:30 pm
Joan Anderson Growe
Secretary of State

FILED
RICHARD L. BRUBACHER
Commissioner of Administration
JUL 7 1975
BY Ed Stadenmaier
AUTH. SIGNATURE
3:45 pm

ADMIN 1000

STATE OF MINNESOTA

DEPARTMENT ATTORNEY GENERAL - HIGHWAYS **Office Memorandum**

TO : MICHAEL B. MILLER
Special Assistant Attorney General
G19 Administration Building

DATE: 6-16-75

FROM : CRAIG R. ANDERSON
Special Assistant Attorney General
420 State Highway Building

SUBJECT: Proposed Rules of Department of Highways

Enclosed for your perusal are proposed Rules of the Department of Highways, together with supporting documents governing (1) bridge inspection and inventory, and (2) model standards for recreational vehicle lanes.

If your review of this material raises any questions concerning either of these matters, please give me a call.

CRA:mja
Encls.

STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS
ST. PAUL, MINN. 55155

May 30, 1975

Honorable Warren Spannaus, Attorney General
Office of the Attorney General
State Capitol
St. Paul, Minnesota 55155

Dear Mr. Spannaus:

The enclosed rules and regulations have been developed and brought forward with the greatest of care and regard for the people of the State of Minnesota.

The Department therefore requests a complete and thorough review by your office of the proceedings and if proper an ultimate filing with the Secretary of State and Commissioner of Administration.

My personal thanks for your consideration of these matters.

Sincerely,

Frank D. Marzitelli
Commissioner

Attachments: (2)

STATE OF MINNESOTA

BEFORE THE COMMISSIONER OF HIGHWAYS

COUNTY OF RAMSEY

- - - - - - - - - - - - - - - - - - -

In the Matter of the Adoption of Proposed Rules of the Department of Highways Relating to Bridge Inspection and Inventory

- - - - - - - - - - - - - - - - - - -

HEARING OFFICER:
Edward J. Heinen,
Assistant Commissioner - Operations

COUNSEL
Craig R. Anderson,
Special Assistant Attorney General

IN BEHALF OF THE STATE:
Keith V. Benthin,
Bridge Engineer

Eugene E. Ofstead,
Assistant District Engineer

STATE OF MINNESOTA

COUNTY RAMSEY

Exhibit A

BEFORE FRANK D. MARZITELLI
COMMISSIONER OF HIGHWAYS

In the matter of the Proposed Adoption of Rules of the Department of Highways Governing Inspection and Inventory of Bridges in the State of Minnesota

ORDER FOR HEARING

To effectively implement M.S. 165.03, the Minnesota Commissioner of Highways deems it necessary to consider adoption of the proposed rules captioned above pursuant to the authority vested in me by M.S. 1974.

NOW, THEREFORE, IT IS ORDERED this 24th day of January, 1975, that a public hearing on the proposed rules captioned above by held in the Veterans Service Building, Fifth Floor, Conference Room D, 20 West 12th Street and Columbus Avenue, St. Paul, Minnesota, February 24, 1975, commencing at 9:00 A.M., and continuing until all representatives of associations or other interested groups or persons have had an opportunity to be heard.

IT IS FURTHER ORDERED, that notice of said hearing be given to all representatives of associations or other interested groups or persons who have registered their names with the Secretary of State for that purpose and all persons who are presently members of the Minnesota Legislature.

Frank D. Marzitelli

FRANK D. MARZITELLI
COMMISSIONER OF HIGHWAYS

STATE OF MINNESOTA

DEPARTMENT OF HIGHWAYS

STATE OF MINNESOTA

COUNTY OF RAMSEY

BEFORE THE COMMISSIONER OF HIGHWAYS

In the Matter of the Adoption of Proposed Rules of the Department of Highways Relating to Bridge Inspection and Inventory

NOTICE OF HEARING

NOTICE IS HEREBY GIVEN that a public hearing will be held pursuant to Minnesota Statutes Section 165.03, Section 15.0412, Subd. 4 regarding the above-entitled matter, in the Veteran's Service Building, Fifth Floor, Conference Room D, 20 West 12th Street and Columbus Avenue, St. Paul, Minnesota on February 24, 1975, commencing at 9:00 a.m. and continuing until all representatives of associations or other interested groups or persons have had an opportunity to be heard concerning adoption of the proposed rules captioned above by submitting oral or written data, statements or argument. Statements or briefs may be submitted in writing without the necessity of appearance at the hearing. The record shall remain open for receipt of written statements for thirty (30) days after the close of the hearing.

A copy of the proposed rules is attached hereto. Additional copies of the proposed rules are available and may be obtained by writing to the Commissioner of Highways, 411 State Highway Building, St. Paul, Minnesota 55155. The rules are proposed rules only and are subject to alterations or modifications as the Department of Highways deems necessary and appropriate from its consideration of all the evidence adduced at the public hearing and all statements entered into the record.

Dated this 24th day of January, 1975.

STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS

By Frank D. Marzitelli
Frank D. Marzitelli
Commissioner of Highways

MINNESOTA DEPARTMENT OF HIGHWAYS

PROCEDURAL RULES FOR HEARING

The purpose of the hearing is to allow interested parties to express their views and present facts bearing upon the proposed regulations. So as to provide for an orderly presentation of evidence, the following rules will be in effect during the hearing specified in the attached Notice of Hearing:

1. Anyone wishing to be heard should indicate by signing the speaking sheet, listing his name, address, and the group which he represents. The speaking sheet will be available at the main entrance to the hearing room. It is requested that each group select one speaker only to present their views.

2. The first time the witness makes a statement he should spell his name and identify the group he is representing. Prior to making any subsequent statements he should state his name and the group which he represents. He may be sworn upon his request but it is not required. If he elects not to be sworn, that may be considered in determining the weight to be given to his testimony.

3. By giving testimony, a witness, including one who may also be a member of the panel, subjects himself to questioning by the panel. However, he is subject to cross-examination by non-members of the panel only if he affirmatively consents to being so examined. A refusal to be cross-examined may be considered in determining the weight to be given to his testimony.

4. All parties interested in introducing any written matter may do so by having it marked as an exhibit and then introduced for the record. Unsworn written matter may be received, but the fact that it is unsworn may be considered in determining the weight to be given it.

STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS
ST. PAUL, MINN. 55155

PRELIMINARY

STATEMENT OF NEED RELATING TO RULES AND REGULATIONS FOR BRIDGE INSPECTION AND INVENTORY

In accordance with Minnesota Statutes 1973, Section 165.03, Subdivision 2, the Commissioner of Highways desires to establish the attached rules for bridge inspection and inventory. These rules meet and/or exceed requirements contained in the National Bridge Inspection Standards which are currently enforceable on all bridges located on Federal Aid highway systems in Minnesota.

The term "Bridge Inspection" as used in the National Bridge Inspection Standard includes not only rules for the actual inspection work, but also establishes rules pertaining to bridge inventories, bridge capacity ratings, and the posting of low capacity bridges. In order to encompass the National Standards in these rules and regulations, similar statements relating to each of these areas have been included.

A broad spectrum of road systems is used by the traveling public in the State of Minnesota. Included are not only state, county, municipal and township roads, but also state land and federal land road systems. In order to maintain a meaningful statewide inventory and in order to provide uniformity in inspection, rating and posting, it is desirable that as many as possible of these systems conform with the statewide standard. The standard has, therefore, been written so as to encompass all but the bridges on federal lands (National Park Service Roads, Corps of Engineers Roads, etc.).

The Standard defines a "Bridge" as being a structure greater than 20 feet in length. The inventory of bridges in the state indicates that over 15,000 structures will be affected by the rules and regulations using this definition. However, additional thousands of structures exist which are less than 20 feet long. By definition, these shorter structures will not be regulated by the standard.

It is strongly emphasized that the 20' definition is in no way meant to infer that shorter structures are to be neglected. The maintenance and upkeep of these structures in a condition which is safe to the road user remains the responsibility of the local road authority.

Exhibit C-1

STATE OF MINNESOTA

COUNTY OF RAMSEY

In the matter of the Proposed Adoption of Rules of the State of Minnesota Department of Highways Relating to Bridge Inspection and Inventory.

CERTIFICATE

I hereby certify that the attached 404 labels & one sheets constitute the complete list of persons, associations, and other interested groups who as of 9:45 o'clock A.M., this 23rd day of January, 1975, have requested pursuant to M.S. 1971, Sec. 15.0421, that their names be placed on file with the Secretary of State for the purpose of receiving notice of public hearing on proposed rules on the subject captioned above.

Joan Anderson Growe
Secretary of State
Joan Anderson Growe

By Geil Dion

STATE OF MINNESOTA

COUNTY OF RAMSEY

Exhibit C-2

In the matter of the Proposed Adoption of Rules of the State of Minnesota Department of Highway Relating to Inspection and Inventory of Bridges in the State of Minnesota

AFFIDAVIT

Kenneth H. Bjork, being duly sworn on oath deposes and says:

1) That he is an employee of the Department of Highways of the State of Minnesota.

2) That on the 23rd day of January, 1975, he went to the Secretary of State's office for the State of Minnesota and requested a current list of all representative of associations or other interested groups or persons who had registered their names with the Secretary of State for the purpose of obtaining notices of public hearings relating to the promulgation of rules pursuant to M.S. 15.0412.

3) That on the 23rd day of January, 1975, in response to the above request, the Secretary of State provided him with such a list.

Further affiant sayeth not.

Kenneth H. Bjork

Subscribed and sworn to before me this 2nd day of June, 1975.

Agnes I. Litfin
Notary Public

Ramsey County, Minnesota
My Commission expires Nov. 21, 1980.

AGNES I. LITFIN
Notary Public, Ramsey Co., Minn.
My Commission Expires
November 21, 1980

STATE OF MINNESOTA

COUNTY OF RAMSEY

Exhibit F

In the matter of the Proposed Adoption of Rules of the State Highway Department Relating to Inspection and Inventory of Bridges in the State of Minnesota.

AFFIDAVIT OF MAILING

Kenneth H. Bjork, being first duly sworn, deposes and says:

That on the 23rd day of January, 1975, at the City of St. Paul, County Ramsey, State of Minnesota, he served the attached Notice of Hearing by depositing in the United States mail at said City of St. Paul, a true and correct copy thereof, properly enveloped, with postage prepaid, to all persons and associations at the addresses provided with the attached Certificate of the Secretary of State as well as known interested parties.

Kenneth H. Bjork

Subscribed and sworn to before me this 3rd day of June, 1975.

Agnes I. Litfin

AGNES I. LITFIN
Notary Public, Ramsey Co., Minn.
My Commission Expires
November 21, 1980

STATE OF MINNESOTA

COUNTY OF RAMSEY

Exhibit G

BEFORE FRANK D. MARZITELLI
COMMISSIONER OF HIGHWAYS

In the matter of the Proposed Adoption of Rules of the State Highway Department Governing Inspection and Inventory of Bridges in the State of Minnesota

ORDER ADOPTING RULES

The above-entitled matter came on for hearing before the Commissioner of Highways of the State of Minnesota on the 24th day of February, 1975, at 9:00 A.M. in the Veteran's Service Building, Fifth Floor, Conference Room D, 20 West 12th Street and Columbus Avenue, St. Paul, Minnesota after proper notice required by M.S. Section 15.0412, Subd. 4 was served upon all persons, associations and other interested groups registered with the Secretary of State for that purpose.

After affording interested persons an opportunity to present written and oral data, statements and arguments, having heard all of the testimony, having considered all of the evidence adduced and upon the records, files and proceedings herein, and applicable statutory standards or criteria, and having confirmed the need for the above captioned rules.

NOW THEREFORE, IT IS ORDERED that these rules identified as Rules of the Department of Highways Relating to Bridge Inspection and Inventory are adopted this 30th day of May, 1975, pursuant to authority vested in me by M.S. Section 165.03.

STATE OF MINNESOTA

DEPARTMENT OF HIGHWAYS

Frank D Marzitelli

FRANK D. MARZITELLI
COMMISSIONER OF HIGHWAYS

STATE OF MINNESOTA

COUNTY OF RAMSEY

BEFORE FRANK D. MARZITELLI
COMMISSIONER OF HIGHWAYS

In the matter of the Adoption of Proposed Rules of the Department of Highways Relating to Bridge Inspection and Inventory

STATEMENT OF NEED

In accordance with Minnesota Statutes 1973, Section 165.03, Subdivision 2, the Commissioner of Highways desires to establish the attached rules for bridge inspection and inventory. These rules meet and/or exceed requirements contained in the National Bridge Inspection Standards which are currently enforceable on all bridges located on Federal Aid highway systems in Minnesota.

The term "Bridge Inspection" as used in the National Bridge Inspection Standard includes not only rules for the actual inspection work, but also establishes rules pertaining to bridge inventories, bridge capacity ratings, and the posting of low capacity bridges. In order to encompass the National Standards in these rules and regulations, similar statements relating to each of these areas have been included.

A broad spectrum of road systems is used by the traveling public in the State of Minnesota. Included are not only state, county, municipal and township roads, but also state land and federal land road systems. In order to maintain a meaningful statewide inventory and in order to provide uniformity in inspection, rating and posting, it is desirable that as many as possible

of these systems conform with the statewide standard. The standard has, therefore, been written so as to encompass all but the bridges on federal lands (National Park Service Roads, Corps of Engineers Roads, etc.).

The Standard defines a "Bridge" as being a structure greater than 20 feet in length. The inventory of bridges in the state indicates that over 15,000 structures will be affected by the rules and regulations using this definition. However, additional thousands of structures exist which are less than 20 feet long. By definition, these shorter structures will not be regulated by the standard.

It is strongly emphasized that the 20 foot definition is in no way meant to infer that shorter structures are to be neglected. The maintenance and upkeep of these structures in a condition which is safe to the road user remains the responsibility of the local road authority.

STATE OF MINNESOTA

DEPARTMENT OF HIGHWAYS

Frank D. Marzitelli

FRANK D. MARZITELLI
COMMISSIONER OF HIGHWAYS
MAY 30, 1975

STATE OF MINNESOTA

COUNTY RAMSEY

BEFORE FRANK D. MARZITELLI
COMMISSIONER OF HIGHWAYS

In the matter of the Adoption of Proposed Rules of the Department of Highways Relating to Bridge Inspection and Inventory

FINDINGS OF FACT

The above entitled matter came on for hearing before the Commissioner of Highways of the State of Minnesota on the 24th day of February, 1975, at 9:00 A.M. in the Veteran's Service Building, Fifth Floor, Conference Room D, 20 West 12th Street and Columbus Avenue, St. Paul, Minnesota 55155, after proper notice required by M.S. Section 15.0412 was served upon all persons, associations and other interested groups registered with the Secretary of State for this purpose.

After informing interested persons an opportunity to present written and oral data, statements and arguments, having heard all of the testimony, having considered all of the evidence adduced and upon the records, files and proceedings herein, I find the following:

The Department of Highways has attempted to comply with both the spirit and intent of M.S. Section 165.03 in drawing the attached rules and regulations.

Testimony given in hearing spoke to the need to have qualified individuls in charge of bridge inspection teams. In light of these comments the Department has made a more explicit definition of the qualifications of the person who shall be in charge of the inspection team.

The Department has made an additional attempt to clarify language relating to structures having a track for railroads and the like. It is the Departments position it is obligated under the statute to treat such structures in the same manner as bridges carrying motor vehicle traffic where it is so located as described within the rules.

I therefore find the attached rules to be necessary and in the public interest.

STATE OF MINNESOTA

DEPARTMENT OF HIGHWAYS

Frank D. Marzitelli

FRANK D. MARZITELLI
COMMISSIONER OF HIGHWAYS

RULES AND REGULATIONS FOR THE INSPECTION AND INVENTORY OF BRIDGES IN THE STATE OF MINNESOTA

(a) Purpose. The purpose of these rules and regulations is to carry out the mandate of the legislature and to implement that mandate as set forth in Minnesota Statutes, Chapter 165, as amended by the Legislature in 1973, with reference to the inspection and inventory of bridges in the State of Minnesota.

(b) Scope. The scope of this regulation is confined to and consistent with Minnesota Statutes, Section 165.03, as amended.

(c) Definitions.

(1) Bridge. A bridge is defined as a structure including supports erected over a depression or an obstruction, as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured horizontally along the center of the roadway of more than 20 feet between faces of abutments, end bents, or outside walls, or more than 20 feet between spring line of arches; or more than 20 feet between extreme ends of openings for multiple boxes or pipes. For multiple span structures, the measurement shall include the width of intermediate supports. For multiple boxes or pipes where the clear distance between openings is less than half of the smaller contiguous opening, the structure length shall be measured between the outside of outer most openings.

(2) Inspection. The term inspection shall mean examining a structure evaluating the physical condition observed, and reporting the

observations and evaluations on the bridge inspection report form as adopted by the commissioner.

(3) Inventory. The term inventory as used herein shall mean the gathering and reporting of all information as provided for on the Structure Inventory sheet as adopted by the commissioner.

(4) Rating. The term rating shall mean determining the safe live load carrying capacity of a bridge. The rating for a bridge shall be determined in accordance with procedures specified in the AASHTO Manual for Maintenance Inspection of Bridges except that Minnesota Legal Vehicles shall be used rather than AASHTO typical vehicles.

(5) Posting. The term posting shall mean the placement of regulatory signs at a bridge indicating the safe load carrying capacity of the bridge.

(6) AASHTO manual. The "AASHTO Manual" referred to in these regulations is the Manual for Maintenance Inspection of Bridges, 1974 published by the American Association of State Highway and Transportation Officials, 341 National Press Building, Washington D.C. 20004.

(7) The Bridge Inspection Training Manual referred to in these rules may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

(d) Application of standards. These bridge inspection and inventory standards apply to all structures defined herein as bridges which either lie within or cross the borders of the State of Minnesota,

and which are located wholly or partially within or over the right of way of any state trunk highway, or which are located wholly or partially within or over the right of way of any county or township road, or which are located wholly or partially within or over the right of way of any street located within or along municipal limits, or which are toll bridges used by the general public, or which are located on state lands and exist for the use of the general public.

(e) Qualifications of personnel. The individual in charge of the organizational unit that has been delegated the responsibilities for bridge inspection and inventory shall be registered in the State of Minnesota as a professional engineer.

(f) Frequency of inspections.

(1) Each bridge is to be inspected at regular intervals not to exceed one year. Interim inspections at intervals of less than one year shall be performed at bridges that are posted, bridges subjected to extreme scour conditions, bridges subject to significant substructure movement or settlement, and for other reasons as specified or inferred in section 2.3 of the AASHTO manual.

(2) The thoroughness of each inspection will depend on such factors as age, traffic characteristics, state of maintenance, and known deficiencies. The evaluation of these factors will be the responsibility of the engineer in charge of the inspection program.

(g) Frequency of performing inventory. An inventory shall be prepared for each bridge and shall be updated at regular intervals not to exceed one year.

(h) Inspection. The items to be inspected and reported on the bridge inspection report form shall include but not be limited to those items specified in section 2.5 of the AASHTO manual. The Bridge Inspector's Training Manual shall be used as a guide to additional items to be inspected for special cases.

(i) Ratings. Each structure required to be inspected under these rules shall be rated to determine its safe load carrying capacity and the rating shall be reported on a Structure Inventory Sheet form. A structure shall be re-rated when it is determined that a significant change has occurred in condition of the structure. Structures shall be re-rated if the allowable legal load using the structure is increased. Changes in the rating of a bridge shall be indicated on the Structure Inventory Sheet form.

(j) Posting. Where it is determined that the maximum legal load under state law exceeds the load permitted on the structure under the operating rating stress level assigned, the bridge must be posted. Posting signs as adopted by the Commissioner shall be used for the posting.

(k) Reporting. Each highway authority responsible for inspection and inventory of bridges shall submit an updated copy of the Structure Inventory Sheet form for each bridge under its jurisdiction to the Commissioner by February 15, annually.

(l) Short Bridges. It is acknowledged that many roads structures in the state are too short to meet the definition of a bridge (as defined herein). However, the definition applied to this standard is not

intended to diminish the importance of providing for safe usage of these shorter structures. An inspection, rating, and posting procedure similar to that enumerated in this standard may be adopted for these structures at the discretion of the local road authority.

Transcript Record

ORIGINAL

STATE OF MINNESOTA BEFORE THE COMMISSIONER OF HIGHWAYS

COUNTY OF RAMSEY

In the Matter of the Adoption of Proposed Rules of the Department of Highways Relating to Bridge Inspection and Inventory

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The above-entitled matter came on for hearing before the Commissioner of Highways, and recorded by John T. Kirby, a Notary Public in and for the County of Dakota, State of Minnesota, on the 24th day of February, 1975, in Conference Room D of the Veteran's Service Building, 12th Street and Columbus Avenue, St. Paul, Minnesota, commencing at approximately 9:00 o'clock a.m.

* * *

MILLERS FALLS EZERASE COTTON CONTENT

PRESENT:

Edward J. Heinen, Hearing Officer

Craig R. Anderson, Special Assistant Attorney General

Keith V. Benthin, Bridge Engineer

Eugene E. Ofstead, Assistant District Engineer

* * *

WHEREUPON, the following proceedings were duly had:

* * *

MR. HEINEN: Good morning. I am Ed Heinen, Assistant Commissioner for the Minnesota Highway Department. We are here to open the hearing on adoption of proposed rules of the Department of Highways relating to bridge inspection and inventory. First I should introduce the people. Craig Anderson is our Attorney from the Attorney General's Department. Keith Benthin, he was supposed to be over here, Keith. Keith Benthin is Department Bridge Engineer. Gene Ofstead was the Bridge Standards and Engineer and worked on the preparation of these rules. He is now Assistant District out at our

Golden Valley District, but we asked him to be here during the hearing. We have a court reporter with us who is recording all of the saying and testimony given today.

I will read the notice. Notice is hereby given that a public hearing will be held pursuant to Minnesota Statutes Section 165.03, Section 15.0412, Subdivision 4 regarding the above-entitled matter, in the Veteran's Service Building, Fifth Floor, Conference Room D, 20 West 12th Street and Columbus Avenue, St. Paul, Minnesota on February 24, 1975, commencing at 9:00 a.m. and continuing until all representatives of associations or other interested groups or persons have had an opportunity to be heard concerning adoption of the proposed rules captioned above by submitting oral or written data, statements or argument. Statements or briefs may be submitted in writing without the necessity of appearance at the hearing. The record shall remain open for receipt of written statements for thirty days after the close of the hearing. A copy of the proposed rules are attached hereto.

I will now go through the procedural rules for the hearing.

The purpose of the hearing is to allow interested parties to express their views and present facts bearing upon the proposed regulations. So as to provide for an orderly presentation of evidence, the following rules will be in effect during the hearing specified in the attached Notice of Hearing:

1. Anyone wishing to be heard should indicate by signing the speaking sheet, listing his name, address, and the group which he represents. The speaking sheet will be available at the main entrance to the hearing room. It is requested that each group select one speaker only to present their views.

2. The first time the witness makes a statement he should spell his name and identify the group he is representing. Prior to making any subsequent statements he should state his name and the group which he represents. He may be sworn upon his request, but it is not required. If he elects not to be sworn, that may be considered in determining the weight to be given to his testimony.

3. By giving testimony, a witness, including one who may also be a member of the panel, subjects himself to questioning by the panel. However, he is subject to cross-examination by non-members of the panel only if he affirmatively consents to being so examined. A refusal to be cross-examined may be considered in determining the weight to be given to his testimony.

4. All parties interested in introducing any written matter may do so by having it marked as an exhibit and then introduced for the record. Unsworn written matter may be received, but the fact that it is unsworn may be considered in determining the weight to be given it.

We will now have certain people on the panel here sworn

by the court reporter.

KEITH V. BENTHIN,
EUGENE E. OFSTEAD,

the above-named members of the panel at this time were first duly sworn.

MR. HEINEN: We will then proceed with anyone who has evidence to give, and we will follow the following order: I would first call on any members of the legislature here. Secondly, any county board members, city officials, township officials, school boards or other commissioned and such, governmental agencies, federal, state, county and so on, and then public groups or associations, their representatives, and then any individuals. So I will proceed with that order, and ask first for Ken Bjork. Has anyone registered to make statements?

MR. BJORK: Yes. I will bring it up.

MR. HEINEN: It would appear that no one has registered as such. Therefore, if there is anyone who would like to make a statement, either sworn or unsworn, I will go down that list and ask for you to so indicate. First, are there any members of the legislature?

Are there any members from the county board, board of commissioners?

Are there any city officials, mayor, elected councils

or such?

Any township officials?

Any members of school boards?

Any members of regional development commissions throughout the state?

Any governmental agencies, first the federal agencies, and second any state agencies?

Any county agencies or city agencies?

Then I would ask if there is anyone from any public groups or associations or their representatives?

Any individuals?

On that basis, I would like to read a little farther on this statement of needs and regulations to put them into the record. I believe this packet will become part of the record and are proposed rules and regulations. The term "Bridge Inspection" as used in the National Bridge Inspection Standard includes not only rules for the actual inspection work, but also establishes rules pertaining to bridge inventories, bridge capacity ratings, and the posting of low capacity bridges. In order to encompass the National Standards in these rules and regulations, similar statements relating to each of these areas have been included.

A broad spectrum of road systems is used by the traveling public in the State of Minnesota. Included are not only state, county, municipal and township roads, but also

state land and federal land road systems. In order to maintain a meaningful statewide inventory and in order to provide uniformity in inspection, rating and posting, it is desirable that as many as possible of these systems conform with the statewide standard. The standard has, therefore, been written so as to encompass all but the bridges on federal land (national park service roads, Corps of Engineers roads, et cetera.)

The Standard defines a "Bridge" as being a structure greater than twenty feet in length. The inventory of bridges in the state indicates that over 15,000 structures will be affected by the rules and regulations using this definition. However, additional thousands of structures exist which are less than twenty feet long. By definition, these shorter structures will not be regulated by the standard.

It is strongly emphasized that the twenty foot definition is in no way meant to infer that shorter structures are to be neglected. The maintenance and upkeep of these structures in a condition which is safe to the road user remains the responsibility of the local road authority.

With that, I would then once more entertain any statements or any questions that you may have.

MR. YOUNG: Mr. Chairman.

MR. HEINEN: Yes. Identify yourself, please, on that speaker mike there, if you would.

MR. YOUNG: My name is Tom Young, Y-o-u-n-g, from

Wabasha, Minnesota. I don't want to deter from your business here, if you want to get this taken care of. I would like to get into some informal discussion on bridge inspecting and relating to the structure at Wabasha, Minnesota. Is this in order at this time, or do you want to wait?

MR. HEINEN: I believe that it would be best to do it afterwards. It would not be part of this hearing as to the adoption of these rules and regulations. Mr. Yuzna.

MR. YUZNA: My name is Sy Yuzna, with the Federal Highway Administration here in St. Paul. I would like to read at this time for whatever value it may have, the qualifications that appear in the rules and regulations of the Federal Highway Administration, only as they pertain to the qualification of personnel. These rules and regulations appear in Volume 6, Chapter 4, Section 3 and Sub Section 1 of our Federal Highways Program Manual. That is dated August 23, 1974. The rules and regulations were published in the Federal Register on April 20, 1971. The qualification of personnel - and this, of course, only pertains to inspection of bridges on the federal highway system, which, of course, include those on the interstate, our so-called primary systems and our so-called secondary systems, as they have been designated in the past. Qualification of personnel - this is Section 25.7 of this particular transmittal. A. The individual in charge of the organizational unit that has been

delegated the responsibilities for bridge inspection reporting and inventory shall possess the following minimum qualifications: 1. Be a registered professional engineer; or, 2. be qualified for registration as a professional engineer under the laws of the state.

I note that in your proposed regulations that you do call for a professional requirement for the man who is in charge of the organizational unit that has been delegated the responsibility for bridge inspection.

Secondly, be qualified for registration as professional engineer under the laws of the state; or, 3. have a minimum of ten year's experience in bridge inspection assignments in responsible capacity and having completed comprehensive training course, based upon bridge inspection training manual, which has been developed by joint federal task force and published by the Department of Transportation. B. An individual in charge of a bridge inspection team shall possess the following minimum qualification: (1) Have the qualification specified in Paragraph A of this section; or (2) have a minimum of five year's experience in bridge inspection assignments and responsibility capacity, and have completed a comprehensive training course based on the bridge inspection training manual, which has been developed by joint federal task force and is published by the Department of Transportation.

The reference I would make here in specific is the

lack of qualifications for individuals in charge of inspection teams. Apparently this would have to be insofar as our federal regulations are concerned a requirement for the inspection of federal aid bridges, unless the rules and regulations are changed in the future. Thank you very much.

MR. HEINEN: Yes, Mr. Yuzna. I may address your questions to Mr. Keith Benthin. Could you add anything to that, Keith?

MR. BENTHIN: I think I can add very little to it. We have considered the possibility of including this requirement in the state requirement, and I guess we are still discussing it right now. We are aware that this is a necessary requirement on the federal aid system, and I guess we kind of feel we will automatically get this due to our requirement. But there is such a broad diversity of inspection units throughout our county units and so on, that the main requirement for the registered engineer we feel in most cases will serve the function of the individual in charge of the inspection team. But we will take your comments in due consideration before adopting the final version.

MR. HEINEN: Okay. That will be considered as part of the review in our next time before the final rules and regulations are issued.

Anyone else have any questions or statements? Yes, sir.

MR. EKRM: Norvin Ekrm, E-k-r-m, and I am with the Burlington Northern, Incorporated. In listening to your presentation, I take it that the bridges we are talking about are bridges carrying automobile traffic or truck traffic. Reading the transcript itself, they make reference to track over a bridge. Is there a possibility bridges carrying railway traffic are included?

MR. HEINEN: Your question would be on railroad traffic over trunk highways or over county roads or such?

MR. EKRM: Over anything as far as that is concerned. A broad interpretation of description of bridges one could suggest that they include railway bridges.

MR. HEINEN: I would ask Keith Benthin.

MR. BENTHIN: Yes, the intention is here, but it is a little difficult to get out. We were discussing it before here. You are correct, the definition of the bridge does include those that carry tracks, but we do have bridges as you are well aware that carry both roadway traffic and railroad traffic. The definition that we use for a bridge is that used by the Federal Highway Administration.

MR. EKRM: Traveling public again in automobiles or buses?

MR. BENTHIN: Yes. Well, I guess my point is here, we wanted to maintain the same definition that the feds used and that's why the term is in there. But then when we go back

to the application of the standards, which starts down at the bottom of Page 2, we restrict the structures that we are talking of to those that are crossing trunk highways, township roads, county roads and so on. So that bridges carrying a railroad over a highway, a public highway, would be covered under these standards. Those strictly carrying railroad traffic say over a stream or something like this would not be covered.

MR. EKRM: Who would do the inspection of a railroad owned structure carrying only railroad traffic over a highway? If it were railroad owned as opposed to highway owned.

MR. BENTHIN: Yes, this is covered under the state statutes of setting up the bridge inspection law whereby the Commissioner of Highways is responsible for bridges on trunk highway right of way, county engineer for those on county highways, city engineer for those in the city streets. So it would be the road agency that would be --

MR. EKRM: Would make the inspection?

MR. BENTHIN: Make the inspection, that's correct.

MR. EKRM: Would they make the rating? Now I am thinking of a railway bridge. All your AASHTO have reference to as to specifications, and they don't carry stresses and so forth that would involve bridges carrying railway traffic.

MR. BENTHIN: If there were a highway involved up on the bridge, the road agency would make the rating.

MR. EKRM: Yes, but what if railroad tracks, and the bridge only carried trains?

MR. BENTHIN: What we have attempted to do in the past is get this information from the railroads as you are probably aware here. We are mainly concerned with the affects at the roadway level, although we obviously are concerned with what is going over the top there, too. In most cases we don't have the information and the qualifications to make the railroad determination, so we go directly to the railroads to get this.

MR. EKRM: Thank you.

MR. HEINEN: Okay. Any further questions?

With that then we will close this hearing, and as stated in the notice, there will be thirty days for any further written statements to be submitted during that time. The Department will continue to review the hearing and the statements made at this hearing, and any written statements that are made before the final adoption of the rules, which will be in thirty days from this date. Thank you for attending.

* * *

STATE OF MINNESOTA]
: ss.
COUNTY OF DAKOTA]

Be it known that I recorded the hearing before the Commissioner of Highways, on the 24th day of February, 1975, at St. Paul, Minnesota;

That I was then and there a notary public in and for the County of Dakota, State of Minnesota, and that by virtue thereof I was duly authorized to administer an oath;

That the witnesses before testifying were by me first duly sworn to testify the whole truth and nothing but the truth relative to said cause;

That the testimony of said witnesses were recorded in Stenotypy by myself and transcribed into typewriting under my direction, and that the hearing is a true record of the testimony given by the witnesses to the best of my ability;

That I am not related to any of the parties hereto nor interested in the outcome of the action;

WITNESS MY HAND AND SEAL THIS 26th DAY OF FEBRUARY, 1975.

JOHN T. KIRBY
Notary Public, Dakota County, Minn.
MY COMMISSION EXPIRES
November 9, 1976

BELTRAMI COUNTY HIGHWAY DEPARTMENT
18th STREET and BEMIDJI AVENUE
BEMIDJI, MINNESOTA 56601

JOHN R. KEMP
County Highway Engineer
Telephone 751-2713
-4845

March 20, 1975

RECEIVED
MAR 21 1975
COMMISSIONERS OFFICE

Mr. Frank D. Marzitelli
Commissioner of Highways
State of Minnesota
Department of Highways
State Highway Building
St. Paul, MN 55155

Re: The Adoption of Proposed Rules of the Department of Highways Relating to Bridge Inspection and Inventory

Dear Mr. Marzitelli:

Please enter the following statement into the record for the matter referenced above: I request that the frequency of inspections as refered to in Section (f) (1) be modified to two years. This will bring our State rules into accord with those on the Federal level. If the inspection is adequately performed, the need for inspection at lesser time intervals, except as provided for through interim inspections as described in this same section, is not warranted.

Yours very truly,

John R. Kemp, P.E.
County Highway Engineer
Beltrami County Highway Department

JRK:cc

STATE OF MINNESOTA
DEPARTMENT OF NATURAL RESOURCES
CENTENNIAL OFFICE BUILDING • ST. PAUL, MINNESOTA • 55155

April 24, 1975

Mr. Keith V. Benthin
Bridge Engineer
Minnesota Department of Highways
610 Highway Building
St. Paul, Minnesota

Re: Rules and Regulations for the Inspection and Inventory of Bridges in the State of Minnesota

Dear Mr. Benthin:

The Department of Natural Resources is responsible, pursuant to Minnesota Statutes, Section 105.42, for the issuance of permits for projects affecting public waters, including both public and private bridges, some of which are over 20 feet long.

We are not certain how these regulations apply to private bridges over 30 feet long, and if they do apply, who will be responsible for the inspections and inventory.

Perhaps this could be clarified in the final regulations. If there is any applicability to private bridges, the Department of Natural Resources could so state in permits issued for such structures.

We have given the assignment of department road and bridge maintenance and supervision to T. L. Garvey, Department of Natural Resources, Box J., Grand Rapids, Minnesota 55744. When the manner of inspection and inventory is determined, Mr. Garvey should be contacted.

To complete annual inspections, our department would be willing to cooperate and comply in any manner it can. We would assume that these inspections could take place over the year and not in any specified time period since our number of personnel for such projects is limited.

Sincerely,

Jerome H. Kuehn
Planning Administrator

JHK:rd

cc: Archie D. Chelseth
Earl Adams
Donald Davison
Eugene Gere
T. L. Garvey
Wayland Porter

BURLINGTON NORTHERN

Frank S. Farrell
Vice President-Law

RECEIVED
MAR 10 1975
COMMISSIONERS OFFICE

Herbert B. Krengel
General Counsel

Curtis H. Berg
Sr. Associate General Counsel — Commerce

Donald C. Knickerbocker
George A. Morrison
Assistant General Counsel — Taxes

James R. Walker
John C. Smith
Reginald Ames
Louis A. Harris
Associate General Counsel

Barry McGrath
Robert L. Bartholic
Kurt W. Kroschel
Assistant General Solicitors

Harold K. Bradford, Jr.
Richard V. Wicka
Byron D. Olsen
Richard M. Gleason
Assistant General Counsel

Peter M. Lee
William R. Power
James W. Becker
Attorneys

Mr. Frank D. Marzitelli
Commissioner of Highways
State of Minnesota
State Highway Building
St. Paul, Minn. 55155

March 7, 1975

Dear Mr. Marzitelli:

Re: In the Matter of the Adoption of Proposed Rules of the Department of Highways Relating to Bridge Inspection and Inventory

This has reference to the notice of hearing in the above matter and the provision allowing a statement to be filed within 30 days of February 14, 1975. Burlington Northern Inc. had a representative at the hearing and submits the following statement.

It is the position of Burlington Northern that the proposed rules and regulations should be clarified in one respect. The rules and regulations proposed for inspection and inventory of bridges involve AASHTO specifications and therefore relate to highway bridges, that is bridges which carry vehicular traffic. Bridges carrying railroad tracks and traffic are not involved, these bridges being regulated by the Minnesota Public Service Commission rather than the Minnesota Department of Highways. In this regard, the word "track" should be deleted in the definition of the term "Bridge" found under (c)(1) on page 1 of the proposed rules and regulations. This deletion would remove any doubt which might exist that the rules and regulations are intended to cover inspection and inventory of only those bridges which carry vehicular traffic.

Burlington Northern urges consideration of this change.

Sincerely yours,

Richard V. Wicka

Richard V. Wicka
Assistant General Counsel

R. Adolphson - Com. sig.
EW Quirin - info
Paul Qualy - "
Ken Bjork - "

cc: Minnesota Public Service Commission

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 5
Suite 490, Metro Square Building
St. Paul, Minnesota 55101

March 20, 1975

IN REPLY REFER TO:

Mr. Frank D. Marzitelli
Commissioner
Department of Highways
St. Paul, Minnesota

Re: Proposed Rules and Regulations for The Inspection and Inventory of Bridges in The State of Minnesota

Dear Sir:

Reference is made to the Proposed Rules and Regulations for Bridge Inspection and Inventory in Minnesota.

We wish to offer the following comments for your consideration before the final regulations are adopted and promulgated.

1. Page 3 (e) Qualification of Personnel.

   This paragraph of the proposed regulations is silent on the minimum qualifications for an individual in charge of a bridge inspection team.

   National Bridge Inspection Standards published in the Federal Register, Vol. 36, No. 81 - April 27, 1971, for structures on the federal-aid systems stipulates the following minimum qualifications for an individual in charge of a bridge inspection team.

   (a) Have the qualification specified for the individual in charge of the organizational unit delegated the responsibilities for bridge inspection, reporting, and inventory; or

   (b) Have a minimum of 5 years experience in bridge inspection assignments in a responsible capacity and have completed a comprehensive training course based on the "Bridge Inspector's Training Manual" which has been developed by a joint Federal-State Task force.

2. The National Bridge Inspection Standards also include the following:

   "Newly completed structures or any modification of existing structures which would alter previously-recorded data on the inventory forms shall be entered in the State's records within 90 days."

3. We would, incidently, point out that the title of the inspection manual referred to on page 2 is Bridge Inspector's Training Manual, as given on page 4.

4. We understand that the Structure Inventory Sheet form referred to on page 4 also includes condition and appraisal ratings, information which is necessary to evaluate a structure's adequacy. Possibly some clarification is needed to supplement the literal interpretation.

We urge that the Rules and Regulations for the Inspection and Inventory of Bridges in Minnesota include those requirements of the National Bridge Inspection Standards given above under items 1 and 2.

Sincerely yours,

John S. Bowers
Assistant Division Engineer
and Engineering Coordinator
For E. Dean Carlson
Division Engineer

STATE OF MINNESOTA
COUNTY OF RAMSEY

FEBRUARY 24, 1975
9:00 A.M.

000001

SPEAKING RECORD FOR THE DEPARTMENT OF HIGHWAYS HEARING RELATING TO BRIDGE INSPECTION AND INVENTORY.

****

1. NAME (Please Print): CALVIN (First) E. (Initial) BEHR (Last)

ADDRESS: 1313 (No.) 9th (Street) ANOKA (City) MINN. (State) 55303 (Zip Code)

REPRESENTING: Anoka Co Hwy DEPT. (Self, Organization)

DO YOU PLAN TO OFFER TESTIMONY? _____ (Yes) ✓ (No)

2. NAME (Please Print): Thomas (First) C. (Initial) Young (Last)

ADDRESS: 200 (No.) Main St. (Street) Wabasha (City) Minn. (State) 55981 (Zip Code)

REPRESENTING: Wabasha Herald (Self, Organization)

DO YOU PLAN TO OFFER TESTIMONY? _____ (Yes) _____ (No)

3. NAME (Please Print): Roger (First) C (Initial) Olson (Last)

ADDRESS: 120 (No.) W 5th (Street) Shakopee (City) Minn (State) 55437 (Zip Code)

REPRESENTING: Scott County Highway Dept (Self, Organization)

DO YOU PLAN TO OFFER TESTIMONY? _____ (Yes) X (No)

4. NAME (Please Print): Sylvester (First) S. (Initial) YOZNA (Last)

ADDRESS: 2047 (No.) E. KENWOOD (Street) St. Paul (City) Minn (State) 55117 (Zip Code)

REPRESENTING: FED. HWY ADMIN. (Self, Organization)

DO YOU PLAN TO OFFER TESTIMONY? _____ (Yes) _____ (No)

STATE OF MINNESOTA
COUNTY OF RAMSEY

000002

FEBRUARY 24, 1975
9:00 A.M.

SPEAKING RECORD FOR THE DEPARTMENT OF HIGHWAYS HEARING RELATING TO BRIDGE INSPECTION AND INVENTORY.

****

1. NAME (Please Print): Goodwin H. Kolstad
(First) (Initial) (Last)

ADDRESS: 1740 Venus Av St. Paul Minn. 55112
(No.) (Street) (City) (State) (Zip Code)

REPRESENTING: MHD
(Self, Organization)

DO YOU PLAN TO OFFER TESTIMONY? _____ (Yes) _____ (No)

2. NAME (Please Print): Norvin E. Ekrem
(First) (Initial) (Last)

ADDRESS: 176 East 5th St. Paul Minn 55101
(No.) (Street) (City) (State) (Zip Code)

REPRESENTING: Burlington Northern Inc.
(Self, Organization)

DO YOU PLAN TO OFFER TESTIMONY? _____ (Yes) ✓ (No)

3. NAME (Please Print): KEITH V. BENTHIN.
(First) (Initial) (Last)

ADDRESS: 1768 PINEHURST ST. PAUL. MINN. 55116.
(No.) (Street) (City) (State) (Zip Code)

REPRESENTING: MHD
(Self, Organization)

DO YOU PLAN TO OFFER TESTIMONY? _____ (Yes) _____ (No)

4. NAME (Please Print): ROBERT L. ANDERSON
(First) (Initial) (Last)

ADDRESS: CITY HALL RED WING, MINN. 55066
(No.) (Street) (City) (State) (Zip Code)

REPRESENTING: CITY OF RED WING
(Self, Organization)

DO YOU PLAN TO OFFER TESTIMONY? _____ (Yes) ✓ (No)

STATE OF MINNESOTA
COUNTY OF RAMSEY

000003

FEBRUARY 24, 1975
9:00 A.M.

SPEAKING RECORD FOR THE DEPARTMENT OF HIGHWAYS HEARING RELATING TO BRIDGE INSPECTION AND INVENTORY.

****

1. NAME (Please Print): Donald (First) J (Initial) Flemming (Last)

ADDRESS: 68 (No.) E Sandvale Dr. (Street) St. Paul (City) (State) (Zip Code)

REPRESENTING: M H.D. (Self, Organization)

DO YOU PLAN TO OFFER TESTIMONY? ____ (Yes) ✓ (No)

2. NAME (Please Print): EUGENE (First) E. (Initial) OFSTEAD (Last)

ADDRESS: 1852 (No.) MUNSTER AVE (Street), ST. PAUL (City), MINN (State) 55116 (Zip Code)

REPRESENTING: MHD. (Self, Organization)

DO YOU PLAN TO OFFER TESTIMONY? ____ (Yes) X (No)

3. NAME (Please Print): Edward (First) R. (Initial) Meyer (Last)

ADDRESS: Dept. of Admin. (No.) (Street) Budget Div. (City) (State) (Zip Code)

REPRESENTING: SELF (Self, Organization)

DO YOU PLAN TO OFFER TESTIMONY? ____ (Yes) X (No)

4. NAME (Please Print): Tenner (First) M. (Initial) Tangen (Last)

ADDRESS: 320 (No.) Washington Ave So. (Street) Hopkins (City) Mn (State) 55343 (Zip Code)

REPRESENTING: Henn. Co. - Public Work (Self, Organization)

DO YOU PLAN TO OFFER TESTIMONY? ____ (Yes) ✓ (No)

STATE OF MINNESOTA
COUNTY OF RAMSEY

000004

FEBRUARY 24, 1975
9:00 A.M.

SPEAKING RECORD FOR THE DEPARTMENT OF HIGHWAYS HEARING RELATING TO BRIDGE INSPECTION AND INVENTORY.

****

1. NAME (Please Print): MATTHEW (First) A (Initial) LANG (Last)

ADDRESS: 1459 (No.) FARRINGTON (Street) ST PAUL (City) (State) (Zip Code)

REPRESENTING: M.H.D. BRIDGE DATA Supervisor (Self, Organization)

DO YOU PLAN TO OFFER TESTIMONY? _____ (Yes) X (No)

2. NAME (Please Print): JAMES (First) J (Initial) HILL (Last)

ADDRESS: 298 (No.) ELM ST (Street) LINO LAKES (City) MN. (State) 55014 (Zip Code)

REPRESENTING: MHD STD. SECTION (Self, Organization)

DO YOU PLAN TO OFFER TESTIMONY? _____ (Yes) X (No)

3. NAME (Please Print): _____ (First) (Initial) (Last)

ADDRESS: _____ (No.) (Street) (City) (State) (Zip Code)

REPRESENTING: _____ (Self, Organization)

DO YOU PLAN TO OFFER TESTIMONY? _____ (Yes) _____ (No)

4. NAME (Please Print): _____ (First) (Initial) (Last)

ADDRESS: _____ (No.) (Street) (City) (State) (Zip Code)

REPRESENTING: _____ (Self, Organization)

DO YOU PLAN TO OFFER TESTIMONY? _____ (Yes) _____ (No)