BRIDGE PROJECT APPLICATION TEMPLATE

Basic Project Information	
Project Name	I-90 Austin Bridges Improvement & Mobility Project
Project Description	The bridges along I-90 in Austin, MN were constructed between 1958 and 1959. These bridges have served the transportation network for over 60 years and are well past their design life. The bridges are either in poor condition or are in fair condition but due to extensive deterioration are at a risk of falling in poor condition. The I-90 Austin Bridges Improvement & Mobility Project consists of a bundle of ten bridges that includes reconstruction of eight bridges (five overhead structures, two mainline bridges, and one pedestrian bridge) and rehabilitation of two mainline bridges along I-90, at six sites. Additionally, the Project includes roadway improvements associated with the bridges, construction of a network of ADA accessible multiuse sidewalks and trails, and replacement of stormwater infrastructure to expand capacity to resolve flooding along the corridor. The Project was initiated in 2015 when MnDOT conducted a Pre-scoping Corridor Study. The condition of the bridges was further analyzed in the Project Scoping Report, finalized in February 2020, which reported significant safety and operational concerns. So far MnDOT has spent $2.08 million, in state bond funds, on the corridor study, environmental assessment, and preliminary design of the Project. Nine out of the 10 bridges (9183, 50803, 50804, 9180, 6868, 6869, 9178, 9179, and 9201) are listed on the National Bridge Inventory under 23 U.S.C. 144(b). Pedestrian bridge 9218 is not listed on the NBI.
BIP Request Amount	Exact Amount in year-of-expenditure dollars: $25M
Total Project Cost	Estimate in year-of-expenditure dollars: $56.02M
Applicant	Minnesota Department of Transportation (MnDOT)
Maintenance Commitment	The Project will be maintained by MnDOT as part of both its District and Statewide Interstate Maintenance and Bridge programs.
Bike and Pedestrian Accommodation required by 23 U.S.C. 217(e)	The Project will be constructing 6-foot to 12-foot-wide multiuse trails/ walkways along the four overhead bridges (9183, 50804, 9180, and 9201) and along the associated interchange connections to provide multimodal connectivity to the existing and planned trail networks in the area. The other bridges are along I-90 (6868, 6869, 9178, and 9179), and therefore according to Minnesota State Statue 169.305, are not allowed to accommodate non-motorized traffic along expressways or limited access freeway. In addition, pedestrian bridge 9218 over the Cedar river will be reconstructed to meet ADA guidance for width.

Additional Project Information	
State(s) in which project is located	Minnesota (MN)
Does the project serve an urban or rural community?	Rural
List all Project co-applicants	None
Identify the lead applicant (who will be also the applicant responsible for administration of BIP funds if application is selected and point of contact for the application)	Minnesota Department of Transportation (MnDOT)
Was an application for USDOT discretionary grant funding for this project previously submitted?	Yes. The Project has also applied for FY 2022 MPDG funding under the small INFRA project category, titled "I-90 Austin Bridges Improvement & Mobility Project."
Is the project located (entirely or partially) in Federal or USDOT designated areas?	Yes. Project is partially located in Opportunity Zone - Census Tract 4.10, Austin MN

National Bridge Inventory Data	
National Bridge Inventory Data	See pages 3 to 11

BRIDGE NO. 9183

Identification	
Item 1 – State Code & Name	27 - Minnesota
Item 8 – Structure Number	9183
Item 5A – Record Type	1 - On Structure
Item 3 – County Code & Name	099 - Mower County
Item 6 – Feature Intersected	I 90
Item 7 – Facility Carried	MN 105
Item 16 - Latitude	43.66666
Item 17 – Longitude	-93.02002
Classification	
Item 112 – NBIS Bridge Length	Y - Yes
Item 104 – Highway System of Inventory	0 - Not on NHS
Item 26 – Functional Classification	16 - Urban Minor Arterial
Item 110 – Designated National Network	0 - Not on National Truck Network
Item 21 – Maintenance Responsibility	1 - State Highway Agency
Item 22 – Owner	1 - State Highway Agency
Age and Service	
Item 27 – Year Built	1959
Item 106 – Year Reconstructed	N/A
Item 42 – Type of Service	1 - Highway
Item 28A – Lanes on the Structure	2
Item 29 – Average Daily Traffic	5,805
Item 109 – Average Daily Truck Traffic	3 percent
Item 19 – Bypass, Detour Length	3.7 miles
Structure Type and Material	
Item 43 – Structure Type, Main	4 - Steel Continuous
Condition	
Item 58 – Deck Condition	4 - Poor Condition
Item 59 – Superstructure Condition	6 - Satisfactory Condition
Item 60 – Substructure Condition	5 - Fair Condition
Item 61 – Channel and Channel Protection	N - Not over waterway
Item 62 – Culverts	N - Not a culvert
Geometric Data	
Item 49 – Structure Length	264.4 ft
Item 50 – Curb or Sidewalk Widths	0 ft
Item 51 – Bridge Roadway Width, curb-to-curb	29.9 ft
Item 52 – Deck Width, out-to-out	35.4 ft
Item 32 – Approach Roadway Width	40 ft
Item 47 – Inventory Route, Total Horizontal Clearance	29.9 ft
Item 53 – Minimum Vertical Clearance over Bridge Roadway	"9999"
Item 54 – Minimum Vertical Underclearance	15.8 ft
Item 55 – Minimum Lateral Underclearance on Right	10.2 ft
Item 56 – Minimum Lateral Underclearance on Left	28.2 ft
Load Rating and Posting	
Item 70 – Bridge Posting	5 - Equal to or above legal loads
Item 41 – Structure Open, Posted, or Closed to Traffic	A - Open
Appraisal	
Item 113 – Scour Critical Bridges	N - Bridge not over waterway
Inspections	
Item 90 – Inspection Date	September 2020

BRIDGE NO. 50803

Identification	
Item 1 – State Code & Name	27 - Minnesota
Item 8 – Structure Number	50803
Item 5A – Record Type	1 - On Structure
Item 3 – County Code & Name	099 - Mower County
Item 6 – Feature Intersected	I 90
Item 7 – Facility Carried	US 218
Item 16 - Latitude	43.68067
Item 17 – Longitude	-92.99361
Classification	
Item 112 – NBIS Bridge Length	Y - Yes
Item 104 – Highway System of Inventory	1 - On NHS
Item 26 – Functional Classification	14 - Urban Other Principal Arterial
Item 110 – Designated National Network	1 - On National Truck Network
Item 21 – Maintenance Responsibility	1 - State Highway Agency
Item 22 – Owner	1 - State Highway Agency
Age and Service	
Item 27 – Year Built	1966
Item 106 – Year Reconstructed	N/A
Item 42 – Type of Service	1 - Highway
Item 28A – Lanes on the Structure	3
Item 29 – Average Daily Traffic	6,600
Item 109 – Average Daily Truck Traffic	9 percent
Item 19 – Bypass, Detour Length	5 miles
Structure Type and Material	
Item 43 – Structure Type, Main	5 - Prestressed Concrete
Condition	
Item 58 – Deck Condition	6 - Satisfactory Condition
Item 59 – Superstructure Condition	5 - Fair Condition
Item 60 – Substructure Condition	5 - Fair Condition
Item 61 – Channel and Channel Protection	N - Not over waterway
Item 62 – Culverts	N - Not a culvert
Geometric Data	
Item 49 – Structure Length	191.6 ft
Item 50 – Curb or Sidewalk Widths	0 ft
Item 51 – Bridge Roadway Width, curb-to-curb	39 ft
Item 52 – Deck Width, out-to-out	44.6 ft
Item 32 – Approach Roadway Width	40 ft
Item 47 – Inventory Route, Total Horizontal Clearance	39 ft
Item 53 – Minimum Vertical Clearance over Bridge Roadway	"9999"
Item 54 – Minimum Vertical Underclearance	16.6 ft
Item 55 – Minimum Lateral Underclearance on Right	11.5 ft
Item 56 – Minimum Lateral Underclearance on Left	17.3 ft
Load Rating and Posting	
Item 70 – Bridge Posting	5 - Equal to or above legal loads
Item 41 – Structure Open, Posted, or Closed to Traffic	A - Open
Appraisal	
Item 113 – Scour Critical Bridges	N - Bridge not over waterway
Inspections	
Item 90 – Inspection Date	September 2019

BRIDGE NO. 50804

Identification	
Item 1 – State Code & Name	27 - Minnesota
Item 8 – Structure Number	50804
Item 5A – Record Type	1 - On Structure
Item 3 – County Code & Name	099 - Mower County
Item 6 – Feature Intersected	I 90
Item 7 – Facility Carried	US 218
Item 16 - Latitude	43.68067
Item 17 – Longitude	-92.99335
Classification	
Item 112 – NBIS Bridge Length	Y - Yes
Item 104 – Highway System of Inventory	1 - On NHS
Item 26 – Functional Classification	14 - Urban Other Principal Arterial
Item 110 – Designated National Network	1 - On National Truck Network
Item 21 – Maintenance Responsibility	1 - State Highway Agency
Item 22 – Owner	1 - State Highway Agency
Age and Service	
Item 27 – Year Built	1966
Item 106 – Year Reconstructed	1986
Item 42 – Type of Service	5 - Highway-pedestrian
Item 28A – Lanes on the Structure	2
Item 29 – Average Daily Traffic	2,802
Item 109 – Average Daily Truck Traffic	14 percent
Item 19 – Bypass, Detour Length	5 miles
Structure Type and Material	
Item 43 – Structure Type, Main	5 - Prestressed Concrete
Condition	
Item 58 – Deck Condition	5 - Fair Condition
Item 59 – Superstructure Condition	5 - Fair Condition
Item 60 – Substructure Condition	6 - Satisfactory Condition
Item 61 – Channel and Channel Protection	N - Not over waterway
Item 62 – Culverts	N - Not a culvert
Geometric Data	
Item 49 – Structure Length	191.6 ft
Item 50 – Curb or Sidewalk Widths	Left - 0 ft / Right - 7.9 ft
Item 51 – Bridge Roadway Width, curb-to-curb	37.1 ft
Item 52 – Deck Width, out-to-out	48.9 ft
Item 32 – Approach Roadway Width	37.1 ft
Item 47 – Inventory Route, Total Horizontal Clearance	36.7 ft
Item 53 – Minimum Vertical Clearance over Bridge Roadway	"9999"
Item 54 – Minimum Vertical Underclearance	16.6 ft
Item 55 – Minimum Lateral Underclearance on Right	11.5 ft
Item 56 – Minimum Lateral Underclearance on Left	17.3 ft
Load Rating and Posting	
Item 70 – Bridge Posting	5 - Equal to or above legal loads
Item 41 – Structure Open, Posted, or Closed to Traffic	A - Open
Appraisal	
Item 113 – Scour Critical Bridges	N - Bridge not over waterway
Inspections	
Item 90 – Inspection Date	September 2019

BRIDGE NO. 9180

Identification	
Item 1 – State Code & Name	27 - Minnesota
Item 8 – Structure Number	9180
Item 5A – Record Type	1 - On Structure
Item 3 – County Code & Name	099 - Mower County
Item 6 – Feature Intersected	I 90
Item 7 – Facility Carried	CSAH 45
Item 16 - Latitude	43.68055
Item 17 – Longitude	-92.97973
Classification	
Item 112 – NBIS Bridge Length	Y - Yes
Item 104 – Highway System of Inventory	0 - Not on NHS
Item 26 – Functional Classification	16 - Urban Minor Arterial
Item 110 – Designated National Network	0 - Not on National Truck Network
Item 21 – Maintenance Responsibility	1 - State Highway Agency
Item 22 – Owner	1 - State Highway Agency
Age and Service	
Item 27 – Year Built	1959
Item 106 – Year Reconstructed	N/A
Item 42 – Type of Service	5 - Highway-pedestrian
Item 28A – Lanes on the Structure	4
Item 29 – Average Daily Traffic	11,400
Item 109 – Average Daily Truck Traffic	17 percent
Item 19 – Bypass, Detour Length	5 miles
Structure Type and Material	
Item 43 – Structure Type, Main	5 - Prestressed Concrete
Condition	
Item 58 – Deck Condition	5 - Fair Condition
Item 59 – Superstructure Condition	6 - Satisfactory Condition
Item 60 – Substructure Condition	5 - Fair Condition
Item 61 – Channel and Channel Protection	N - Not over waterway
Item 62 – Culverts	N - Not a culvert
Geometric Data	
Item 49 – Structure Length	143 ft
Item 50 – Curb or Sidewalk Widths	4.9 ft
Item 51 – Bridge Roadway Width, curb-to-curb	52.2 ft
Item 52 – Deck Width, out-to-out	64.3 ft
Item 32 – Approach Roadway Width	52.2 ft
Item 47 – Inventory Route, Total Horizontal Clearance	51.8 ft
Item 53 – Minimum Vertical Clearance over Bridge Roadway	"9999"
Item 54 – Minimum Vertical Underclearance	16.7 ft
Item 55 – Minimum Lateral Underclearance on Right	9.5 ft
Item 56 – Minimum Lateral Underclearance on Left	5.2 ft
Load Rating and Posting	
Item 70 – Bridge Posting	5 - Equal to or above legal loads
Item 41 – Structure Open, Posted, or Closed to Traffic	A - Open
Appraisal	
Item 113 – Scour Critical Bridges	N - Bridge not over waterway
Inspections	
Item 90 – Inspection Date	September 2019

BRIDGE NO. 6868

Identification	
Item 1 – State Code & Name	27 - Minnesota
Item 8 – Structure Number	6868
Item 5A – Record Type	1 - On Structure
Item 3 – County Code & Name	099 - Mower County
Item 6 – Feature Intersected	CEDAR RIVER
Item 7 – Facility Carried	I 90
Item 16 - Latitude	43.68067
Item 17 – Longitude	-92.97496
Classification	
Item 112 – NBIS Bridge Length	Y - Yes
Item 104 – Highway System of Inventory	1 - On NHS
Item 26 – Functional Classification	11 - Urban Principal Arterial - Interstate
Item 110 – Designated National Network	1 - On National Truck Network
Item 21 – Maintenance Responsibility	1 - State Highway Agency
Item 22 – Owner	1 - State Highway Agency
Age and Service	
Item 27 – Year Built	1958
Item 106 – Year Reconstructed	N/A
Item 42 – Type of Service	1 - Highway
Item 28A – Lanes on the Structure	3
Item 29 – Average Daily Traffic	12,200
Item 109 – Average Daily Truck Traffic	11 percent
Item 19 – Bypass, Detour Length	5 miles
Structure Type and Material	
Item 43 – Structure Type, Main	5 - Prestressed Concrete
Condition	
Item 58 – Deck Condition	5 - Fair Condition
Item 59 – Superstructure Condition	6 - Satisfactory Condition
Item 60 – Substructure Condition	5 - Fair Condition
Item 61 – Channel and Channel Protection	6 - Channel remediation in fair condition
Item 62 – Culverts	N - Not a culvert
Geometric Data	
Item 49 – Structure Length	174.9 ft
Item 50 – Curb or Sidewalk Widths	0 ft
Item 51 – Bridge Roadway Width, curb-to-curb	49.2 ft
Item 52 – Deck Width, out-to-out	53.1 ft
Item 32 – Approach Roadway Width	45.9 ft
Item 47 – Inventory Route, Total Horizontal Clearance	49.2 ft
Item 53 – Minimum Vertical Clearance over Bridge Roadway	"9999"
Item 54 – Minimum Vertical Underclearance	"000"
Item 55 – Minimum Lateral Underclearance on Right	0 ft
Item 56 – Minimum Lateral Underclearance on Left	"000"
Load Rating and Posting	
Item 70 – Bridge Posting	5 - Equal to or above legal loads
Item 41 – Structure Open, Posted, or Closed to Traffic	A - Open
Appraisal	
Item 113 – Scour Critical Bridges	3 - Scour Critical; Foundations Unstable
Inspections	
Item 90 – Inspection Date	September 2019

BRIDGE NO. 6869

Identification	
Item 1 – State Code & Name	27 - Minnesota
Item 8 – Structure Number	6869
Item 5A – Record Type	1 - On Structure
Item 3 – County Code & Name	099 - Mower County
Item 6 – Feature Intersected	CEDAR RIVER
Item 7 – Facility Carried	I 90
Item 16 - Latitude	43.68048
Item 17 – Longitude	-92.97485
Classification	
Item 112 – NBIS Bridge Length	Y - Yes
Item 104 – Highway System of Inventory	1 - On NHS
Item 26 – Functional Classification	11 - Urban Principal Arterial - Interstate
Item 110 – Designated National Network	1 - On National Truck Network
Item 21 – Maintenance Responsibility	1 - State Highway Agency
Item 22 – Owner	1 - State Highway Agency
Age and Service	
Item 27 – Year Built	1958
Item 106 – Year Reconstructed	N/A
Item 42 – Type of Service	1 - Highway
Item 28A – Lanes on the Structure	3
Item 29 – Average Daily Traffic	12,211
Item 109 – Average Daily Truck Traffic	11 percent
Item 19 – Bypass, Detour Length	5 miles
Structure Type and Material	
Item 43 – Structure Type, Main	5 - Prestressed Concrete
Condition	
Item 58 – Deck Condition	5 - Fair Condition (going to poor next year)
Item 59 – Superstructure Condition	7 - Good Condition
Item 60 – Substructure Condition	5 - Fair Condition
Item 61 – Channel and Channel Protection	6 - Channel remediation in fair condition
Item 62 – Culverts	N - Not a culvert
Geometric Data	
Item 49 – Structure Length	174.9 ft
Item 50 – Curb or Sidewalk Widths	0 ft
Item 51 – Bridge Roadway Width, curb-to-curb	49.2 ft
Item 52 – Deck Width, out-to-out	52.8 ft
Item 32 – Approach Roadway Width	45.9 ft
Item 47 – Inventory Route, Total Horizontal Clearance	49.2 ft
Item 53 – Minimum Vertical Clearance over Bridge Roadway	"9999"
Item 54 – Minimum Vertical Underclearance	"000"
Item 55 – Minimum Lateral Underclearance on Right	0 ft
Item 56 – Minimum Lateral Underclearance on Left	"000"
Load Rating and Posting	
Item 70 – Bridge Posting	5 - Equal to or above legal loads
Item 41 – Structure Open, Posted, or Closed to Traffic	A - Open
Appraisal	
Item 113 – Scour Critical Bridges	3 - Scour Critical; Foundations Unstable
Inspections	
Item 90 – Inspection Date	September 2019

BRIDGE NO. 9178

Identification	
Item 1 – State Code & Name	27 - Minnesota
Item 8 – Structure Number	9178
Item 5A – Record Type	1 - On Structure
Item 3 – County Code & Name	099 - Mower County
Item 6 – Feature Intersected	6TH ST NE
Item 7 – Facility Carried	I 90
Item 16 - Latitude	43.68079
Item 17 – Longitude	-92.96727
Classification	
Item 112 – NBIS Bridge Length	Y - Yes
Item 104 – Highway System of Inventory	1 - On NHS
Item 26 – Functional Classification	11 - Urban Principal Arterial - Interstate
Item 110 – Designated National Network	1 - On National Truck Network
Item 21 – Maintenance Responsibility	1 - State Highway Agency
Item 22 – Owner	1 - State Highway Agency
Age and Service	
Item 27 – Year Built	1958
Item 106 – Year Reconstructed	N/A
Item 42 – Type of Service	1 - Highway
Item 28A – Lanes on the Structure	2
Item 29 – Average Daily Traffic	10,150
Item 109 – Average Daily Truck Traffic	12 percent
Item 19 – Bypass, Detour Length	5 miles
Structure Type and Material	
Item 43 – Structure Type, Main	5 - Prestressed Concrete
Condition	
Item 58 – Deck Condition	5 - Fair Condition
Item 59 – Superstructure Condition	6 - Satisfactory Condition
Item 60 – Substructure Condition	6 - Satisfactory Condition
Item 61 – Channel and Channel Protection	N - Not over waterway
Item 62 – Culverts	N - Not a culvert
Geometric Data	
Item 49 – Structure Length	121.4 ft
Item 50 – Curb or Sidewalk Widths	0 ft
Item 51 – Bridge Roadway Width, curb-to-curb	42.7 ft
Item 52 – Deck Width, out-to-out	45.9 ft
Item 32 – Approach Roadway Width	38.1 ft
Item 47 – Inventory Route, Total Horizontal Clearance	42.7 ft
Item 53 – Minimum Vertical Clearance over Bridge Roadway	"9999"
Item 54 – Minimum Vertical Underclearance	16 ft
Item 55 – Minimum Lateral Underclearance on Right	10.5 ft
Item 56 – Minimum Lateral Underclearance on Left	"000"
Load Rating and Posting	
Item 70 – Bridge Posting	5 - Equal to or above legal loads
Item 41 – Structure Open, Posted, or Closed to Traffic	A - Open
Appraisal	
Item 113 – Scour Critical Bridges	N - Bridge not over waterway
Inspections	
Item 90 – Inspection Date	September 2019

BRIDGE NO. 9179

Identification	
Item 1 – State Code & Name	27 - Minnesota
Item 8 – Structure Number	9179
Item 5A – Record Type	1 - On Structure
Item 3 – County Code & Name	099 - Mower County
Item 6 – Feature Intersected	6TH ST NE
Item 7 – Facility Carried	I 90
Item 16 - Latitude	43.68057
Item 17 – Longitude	-92.96727
Classification	
Item 112 – NBIS Bridge Length	Y - Yes
Item 104 – Highway System of Inventory	1 - On NHS
Item 26 – Functional Classification	11 - Urban Principal Arterial - Interstate
Item 110 – Designated National Network	1 - On National Truck Network
Item 21 – Maintenance Responsibility	1 - State Highway Agency
Item 22 – Owner	1 - State Highway Agency
Age and Service	
Item 27 – Year Built	1958
Item 106 – Year Reconstructed	N/A
Item 42 – Type of Service	1 - Highway
Item 28A – Lanes on the Structure	2
Item 29 – Average Daily Traffic	10,300
Item 109 – Average Daily Truck Traffic	11 percent
Item 19 – Bypass, Detour Length	5 miles
Structure Type and Material	
Item 43 – Structure Type, Main	5 - Prestressed Concrete
Condition	
Item 58 – Deck Condition	5 - Fair Condition
Item 59 – Superstructure Condition	6 - Satisfactory Condition
Item 60 – Substructure Condition	6 - Satisfactory Condition
Item 61 – Channel and Channel Protection	N - Not over waterway
Item 62 – Culverts	N - Not a culvert
Geometric Data	
Item 49 – Structure Length	121.4 ft
Item 50 – Curb or Sidewalk Widths	0 ft
Item 51 – Bridge Roadway Width, curb-to-curb	42.7 ft
Item 52 – Deck Width, out-to-out	45.9 ft
Item 32 – Approach Roadway Width	38.1 ft
Item 47 – Inventory Route, Total Horizontal Clearance	42.7 ft
Item 53 – Minimum Vertical Clearance over Bridge Roadway	"9999"
Item 54 – Minimum Vertical Underclearance	15.8 ft
Item 55 – Minimum Lateral Underclearance on Right	10.5 ft
Item 56 – Minimum Lateral Underclearance on Left	"000"
Load Rating and Posting	
Item 70 – Bridge Posting	5 - Equal to or above legal loads
Item 41 – Structure Open, Posted, or Closed to Traffic	A - Open
Appraisal	
Item 113 – Scour Critical Bridges	N - Bridge not over waterway
Inspections	
Item 90 – Inspection Date	September 2019

BRIDGE NO. 9201

Identification	
Item 1 – State Code & Name	27 - Minnesota
Item 8 – Structure Number	9201
Item 5A – Record Type	1 - On Structure
Item 3 – County Code & Name	099 - Mower County
Item 6 – Feature Intersected	I 90
Item 7 – Facility Carried	US 218
Item 16 - Latitude	43.67403
Item 17 – Longitude	-92.93938
Classification	
Item 112 – NBIS Bridge Length	Y - Yes
Item 104 – Highway System of Inventory	0 - Not on NHS
Item 26 – Functional Classification	16 - Urban Minor Arterial
Item 110 – Designated National Network	0 - Not on National Truck Network
Item 21 – Maintenance Responsibility	1 - State Highway Agency
Item 22 – Owner	1 - State Highway Agency
Age and Service	
Item 27 – Year Built	1959
Item 106 – Year Reconstructed	N/A
Item 42 – Type of Service	5 - Highway-pedestrian
Item 28A – Lanes on the Structure	2
Item 29 – Average Daily Traffic	1,950
Item 109 – Average Daily Truck Traffic	13 percent
Item 19 – Bypass, Detour Length	8.1 miles
Structure Type and Material	
Item 43 – Structure Type, Main	4 - Steel Continuous
Condition	
Item 58 – Deck Condition	4 - Poor Condition
Item 59 – Superstructure Condition	6 - Satisfactory Condition
Item 60 – Substructure Condition	6 - Satisfactory Condition
Item 61 – Channel and Channel Protection	N - Not over waterway
Item 62 – Culverts	N - Not a culvert
Geometric Data	
Item 49 – Structure Length	180.8 ft
Item 50 – Curb or Sidewalk Widths	2.6 ft
Item 51 – Bridge Roadway Width, curb-to-curb	29.9 ft
Item 52 – Deck Width, out-to-out	37.4 ft
Item 32 – Approach Roadway Width	29.9 ft
Item 47 – Inventory Route, Total Horizontal Clearance	29.9 ft
Item 53 – Minimum Vertical Clearance over Bridge Roadway	"9999"
Item 54 – Minimum Vertical Underclearance	16.1 ft
Item 55 – Minimum Lateral Underclearance on Right	8.9 ft
Item 56 – Minimum Lateral Underclearance on Left	18.7 ft
Load Rating and Posting	
Item 70 – Bridge Posting	5 - Equal to or above legal loads
Item 41 – Structure Open, Posted, or Closed to Traffic	A - Open
Appraisal	
Item 113 – Scour Critical Bridges	N - Bridge not over waterway
Inspections	
Item 90 – Inspection Date	September 2020

Project Selection Criteria	
Criteria #1: State of Good Repair	This project contributes to the State of Good Repair criteria by addressing current and projected vulnerabilities due to physically deteriorated, structurally deficient, or functionally obsolete bridges. The bridges are currently experiencing severe transverse and longitudinal cracking, substructure delamination, cracking of abutments and columns, spalled concrete, exposed rebar, and potential risk of failure due to scouring. It is expected that under a No-Build condition, the bridges will no longer be serviceable. This will cause a huge impact to the transportation network and economy of Minnesota and beyond. **For each bridge on the project, indicate the condition based on the NBI data provided. Are the bridge(s) on the project in Fair condition? Yes/ No.** **If yes, please describe why the bridge(s) are at risk of falling into poor condition within the next three (3) years.** **9183: No**. The bridge is in poor condition. **50803: Yes, however,** the bridge is functionally obsolete. According to MnDOT Office of Transportation System Management methodology, has an expected deck remaining service life (RSL) (# of years to predicted NBI <= 4) of 14 years. **50804: Yes**. The bridge requires reconstruction to accommodate reconfiguration of the interchange due to removal of functionally obsolete bridge 50803 and to address critical safety issues. The bridge has a current RSL of 6 years. **9180: Yes, however**, the bridge is functionally obsolete. The bridge has a current RSL of 0 years. **6868: Yes, however,** it is experiencing critical river scour resulting in exposed footings. The bridge has a current RSL of 0 years. **6869: Yes, however,** it is experiencing critical river scour resulting in exposed footings. The bridge has a current RSL of 0 years. **9178: Yes**. The bridge is experiencing structural issues such as cracking, spalling, and minor delamination in the bridge superstructure. It has current RSL of 8 years and is recommended for rehabilitation. **9179: Yes**. The bridge is experiencing structural issues such as cracking, spalling, and minor delamination in the bridge superstructure. It has current RSL of 8 years and is recommended for rehabilitation. **9201: No**. The bridge is in poor condition. **9218: Yes, however**, the bridge is bundled with the other bridges to account for profile changes and horizontal clearance due to reconstruction of bridges 6868 and 6869 over the Cedar River and to address current insufficient ADA guidance to width.

Project Selection Criteria	
Criteria #2: Safety	This project contributes to the Safety criteria by incorporating the following improvements: ■ construction of wider replacement bridges to improve sight lines, ■ construction of 10-foot-wide walkways on all new bridges across I-90 to provide safe multimodal connectivity to pedestrians and bicyclists, ■ interchange ramp reconfigurations at all four interchanges to improve safety and minimize maintenance needs, ■ roundabout control at both ramp terminals of I-90/US 218N interchange to implement traffic calming methods, address safety concerns, improve traffic flow during construction, ■ the Single Point Urban Interchange (SPUI) configuration at the CSAH 45 interchange to eliminate the existing offset ramp configuration which generates many of the crashes at this location, and ■ construction of 10-foot-wide outside shoulders along I-90 between the ramp gores at I-90/CSAH 45 interchange and 12-foot-wide auxiliary lanes between CSAH 45 and CSAH 16.
Criteria #3: Mobility and Economic Competitiveness	This project contributes to the Mobility and Economic Competitiveness criteria by building a resilient infrastructure which will ensure decreased travel time and increased trip reliability in the future. This in turn will lead to expanding the capacity of critical supply chain bottlenecks and will positively impact the economic health of the local, regional, national, and global communities.
Criteria #4: Climate Change, Resiliency, and the Environment	This project contributes to the Climate Change, Resilience, and Environment criteria by supporting the goals of advancing transportation equity through project planning and project delivery components. This is achieved through: ■ designing new bridges to increase the available freeboard during flooding events to meet State Water Trial requirements, ■ avoiding adverse environmental impacts to the impaired waters around the project corridor by incorporating robust best management practices (BMPs) during construction, ■ improving erosion protection at storm sewer outfalls and water quality manholes to provide stormwater treatment prior to discharge, and ■ improving resiliency and disaster preparedness along the project corridor by addressing vulnerable bridges (6868 and 6869) over the Cedar River.

Project Selection Criteria	
Criteria #5: Equity, Partnership, and Quality of Life	This project contributes to the Equity, Partnership, and Quality of Life criteria by improving pedestrian/bicycle/vehicular movement and safety through a deliberative, inclusive, and comprehensive design/planning approach. This is achieved through: ■ incorporating inclusive and culturally sensitive community engagement and adopting the feedback into decision-making processes, ■ providing quality and affordable multimodal infrastructure for safe movement of vulnerable users, ■ creating and expanding connections between employment centers and underserved neighborhoods, ■ creating a collective vision with mutually beneficial outcomes, potentially following successful collaborative practices that are part of the Minnesota Toward Zero Deaths program, and ■ contracting to businesses owned/operated by underrepresented populations to support wealth-building among underrepresented communities.
Criteria #6: Innovation	This project contributes to the Innovation criteria by employing innovative techniques, technology, and financing in project planning and delivery. This is achieved by: ■ providing construction management services in-kind to projects to streamline construction management and reduced project cost through innovative project delivery techniques, ■ collaborating with local partners to connect under-utilized businesses to opportunities in the wider marketplace, ■ developing a project-specific transportation management plan (TMP) to maintain acceptable levels of safety, accessibility, and mobility, and ■ recognizing I-90 as a key corridor for expansion of EV infrastructure in Minnesota.

Project Costs	
BIP Request Amount	Exact Amount in year-of-expenditure dollars: $25,000,000
Estimated Total of Other Federal funding (excluding BIP Request)	Estimate in year-of-expenditure dollars: $2,100,000
Estimated Other Federal funding (excluding BIP) further detail	(List each Federal Program and identify Formula or Discretionary and the amount for each Federal Program, e.g. Program: CRRSAA (formula) Amount: $2,100,000
Estimated non- Federal funding	(Identify each source of non-Federal funding and estimated amount, e.g. Source: MNDOT Amount: $25,911,160 Source: Mower County Amount: $83,340 Source: City of Austin Amount: $845,500
Future Eligible Project Cost (Sum of BIP request, Other Federal Funds, and non-Federal Funds, above	Estimate in year-of-expenditure dollars: $53,940,000
Previously incurred project costs (if applicable)	Estimate in year-of-expenditure dollars: $2,080,280
Total Project Cost (Sum of 'previous incurred' and 'future eligible'	Estimate in year-of-expenditure dollars: $56,020,280
If more than one bridge, will bridge bundling be used to deliver the Project?	Yes. Bridge bundling will be used for this set of bridges to optimize cost, schedule, and maintenance efficiencies.
If proposed project utilizes bundling, Cost of Unbundled Projects	Estimate in year of expenditure dollars: $64,852,776
Amount of Future Eligible Costs by Project Type	#, Improvement Type, Bridge #: Bundled cost, [unbundled cost in brackets] 1. Bridge Replacement, Str. 9183 : $4,934,756 [$6,485,097] 2. Bridge Removal, Str. 50803 : See cost for Bridge 50804 below 3. Bridge Replacement, Str. 50804 : $5,642,728 [$6,856,038] 4. Bridge Replacement, Str. 9180 : $13,448,998 [$15,712,334] 5. Bridge Replacement, Str. 6868 : $3,386,716 [$3,804,488] 6. Bridge Replacement, Str. 6869 : $3,402,384 [$3,822,089] 7. Bridge Replacement, Str. 9201 : $3,667,136 [$4,633,877] 8. Bridge Replacement, Str. 9218 : $1,000,000 [N/A] 9. Bridge Rehabilitation, Str. 9178 : $374,000 [$455,028] 10. Bridge Rehabilitation, Str. 9179 : $381,000 [$463,545] Note: The costs noted above are construction costs only. The total future eligible cost includes final design engineering, right of way, contingencies, and inflation costs, which are detailed in the funding breakdown table. 11. Will request $0 of the amounts awarded to the entity to pay subsidy and administrative costs necessary to provide to the entity Federal credit assistance under 23 U.S.C. chapter 6.

Benefit-Cost Analysis	
	The benefit cost (BC) analysis demonstrates that the benefits of the Project outweigh its cost by a BC ratio of 6.4. This implies significant economic desirability of the Project.

Project Readiness and Environmental Risk	
Other Federal Funding and Non-Federal Funding Secured	Yes
NEPA Status	Planned or Actual Start of NEPA Date: Spring 2021 Planned or Actual Completion of NEPA Date: October 2022 Final NEPA Determination or current status of NEPA process: NEPA (Categorical Exclusion) process is currently underway and is 90 percent complete.
Is the project currently programmed in: • TIP • STIP • MPO Long Range Transportation Plan • State Long Range Transportation Plan	Yes. STIP Project No. 5080-170
Is right-of-way acquisition necessary?	Yes If Yes, Planned or Actual Start of Right-of-Way Acquisition Date: October 2022 Planned or Actual Completion of Right-of-Way Acquisition Date: October 2023
Right-of way acquisition considerations.	If right-of-way must be acquired for the project: 1. Would right-of-way acquisition require relocation of any people or businesses? No. 2. If yes, are people or businesses being relocated members of traditionally underserved and underrepresented populations (Environmental Justice communities)? N/A
Design Status	Planned or Actual Start of Preliminary Design Date: February 2021 Planned or Actual Completion of Preliminary Design Date: March 2022 Planned or Actual Start of Final Design Date: July 2022 Planned or Actual Completion of Final Design Date: April 2023
Anticipated Construction Start Date:	Date: April 2024
Anticipated Project Completion Date:	Date: October 2026
The summary on project readiness and environmental risk demonstrates that MnDOT is prepared to deliver the Project in accordance with the project schedule and it assesses minimal project delivery risks	

Project Priority Considerations

Project Priority Considerations: Does the application support any of the DOT Priority Considerations – Bridge Projects listed in Section E.2.b of the NOFO?

This application supports the following priority considerations by achieving all established milestones and is set to begin construction May 2024.

- The BIP funding will ensure and facilitate the completion of final design and any necessary right-of-way acquisition to deliver the project within 12 months of completion of environmental documentation, as discussed in section VI of the narrative.
- Additionally, the Project is based on the results of preliminary engineering, completed in Q1 2022. If the Project is awarded a two-phased BIP funding, it will be feasible to complete final design and any right-of-way acquisition, and proceed to the construction phase within 12 months of the initial award of FY 2022 BIP funds. As demonstrated in the schedule in section VI of the narrative. The Project is reasonably expected to begin construction within 18 months of the first obligation of BIP funds.
- In absence of the BIP award, the schedule for this Project might slip beyond it planned timeline, as discussed in section III of the narrative.