

Local Bridge Replacement Program – State Transportation Funds

Program Overview

There are 15,074 bridge structures (10 feet or greater) on the local system and approximately 1,124 of these structures are eligible for rehabilitation or replacement based on condition ratings. The Local Bridge Replacement Program provides local agencies transportation funding for the reconstruction, rehabilitation and/or removal of bridges or structures on their local



road system. The program was created in 1976 under Minnesota Statutes 174.50 and is financed by the passage of legislation allocating general obligation state bond and general funds. The program is administered by the MnDOT State Aid for Local Transportation Division.

Program Guidance, Eligibility and Criteria

Guidance

Minnesota Statute 174.50, Minnesota Rules Chapter 8810 and specific session laws govern what is an eligible use of the State Transportation Funds and criteria for selection of priority bridge projects. The program administrator maintains a Master Bridge Priority List, which is a compilation of all eligible local bridge projects identified by local bridge owners as priority for replacement or rehabilitation.

Local agencies add bridge projects to the Master Bridge Priority List by using the following process:

- Identify and prioritize eligible bridge projects on their local road system, pass a county board or city council resolution, and submit to the program administrator.
- Submit a funding application for bridge funds to the District State Aid Office. The District State Aid Engineer reviews the funding application and makes a recommendation to replace or defer. If approved, the local agency begins developing bridge plans for State Aid approval.

Eligibility

State Transportation funds are approved for costs associated with replacement or rehabilitation of the bridge structure. Other project related costs such as the engineering, roadway approach work, and erosion control generally are not eligible.

To be eligible for state bridge bond funds, the following conditions are required:

- The in-place structure is 10 feet or longer in length
- Local Bridge Planning Index (LPI) is less than 60
- NBI appraisal rating ≤ 3 for Deck Geometry, or the appraisal rating ≤ 3 for either Approach Roadway or Waterway Adequacy.
- A roadway is being constructed that will eliminate a bridge meeting the first three criteria
- An in-place structure meeting the above the first three criteria is being removed or abandoned

Criteria

Projects are prioritized and selected with consideration based on the following criteria:

- Effectiveness of the project in eliminating a deficiency in the transportation system
- Number of persons affected by the deficiency
- Economic feasibility
- Effect on optimum land use and other concerns of state and regional planning
- Availability of other financing capability
- Adequacy of provision for proper operation and maintenance after construction

Funding Summary

Funds available for the program vary with each legislative bond appropriation. Funds shown in the table under general LBRP do not include engineering costs.

Year	General LBRP		Earmarked LBRP	
	LBRP Funds (millions)	# of Projects Funded	LBRP Funds (millions)	# of Projects Funded
2010	\$47.2	229	\$18.8	3
2011	\$33.0	128	-	-
2012	\$30.0	129	-	-
2013	\$0.0	0	-	-
2014	\$21.3	48	\$11.8	1
2015	\$7.4	23	-	-
2016	\$0.0	0	-	-
2017 ^A	\$16.5	78	\$32.7	2
2018 ^A	\$5.0	22	-	-
2019	\$0.0	0	-	-
2020 ^A	\$30.0	TBD	\$56.2	3

^A Regular LBRP account is still open so number of projects funded is subject to change

For More Information

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