

# MINNESOTA DEPARTMENT OF TRANSPORTATION BRIDGE OFFICE VERTICAL AND HORIZONTAL BRIDGE UNDERCLEARANCE REPORT

(COMPLETE FOR NEW BRIDGE CONSTRUCTION AND  
OTHER BRIDGE WORK OR ANY ACTIVITY THAT WOULD EFFECT UNDERCLEARANCE)

Revised: September 2019  
Replaces and Cancels Minnesota Bridge Office  
Bridge Underclearance Report Form 10/2014

BRIDGE NO. \_\_\_\_\_ OVER \_\_\_\_\_  
(Fully Covered) (Partially Covered)

REPORT COMPLETED BY \_\_\_\_\_ DATE \_\_\_\_\_

## KEY FOR STANDARD VALUES

- LRC: Left Roadway/RTT Total Clearance
- CC: Center Clearance
- RRC: Right Roadway/RTT Total Clearance
- RWY: Roadway Width (edge to edge of shoulder)
- HLC: Horizontal Lateral Clearance
- LLC: Left Lateral Clearance (Shoulder Shoulder/RTT Total to Right Edge)
- RLC: Right Lateral Clearance (Shoulder Shoulder/RTT Total to Right Edge)
- RSM: Roadway Width (edge to edge of shoulder)
- HRC: Horizontal Lateral Clearance

• ROAD EDGE: The location point (or offset distance) is indicated, printed in other parts

PLS. IN THE VALUES BELOW USE DIAGRAM AS A GUIDE  
North Bound - East Bound Values (B)

(1) LRC \_\_\_\_\_ CC \_\_\_\_\_ RRC \_\_\_\_\_

(2) LLC \_\_\_\_\_ RLC \_\_\_\_\_ RSM \_\_\_\_\_ HRC \_\_\_\_\_

South Bound - West Bound Values (A)

(3) LRC \_\_\_\_\_ CC \_\_\_\_\_ RRC \_\_\_\_\_ RSM \_\_\_\_\_

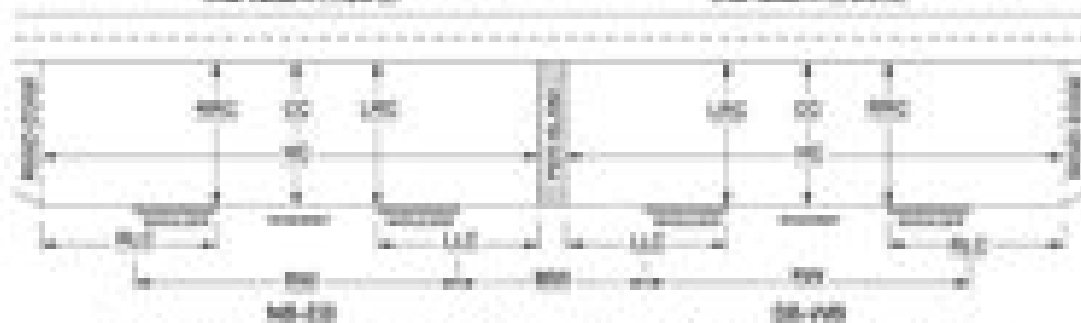
(4) LLC \_\_\_\_\_ RLC \_\_\_\_\_ RSM \_\_\_\_\_ HRC \_\_\_\_\_

ALL CLEARANCE DATA IS ACTUAL FIELD MEASURED DIMENSIONS

## UNDERPASS -- DIVIDED HIGHWAY WITH MEDIAN OBSTRUCTION

Enter values in (1) and (2)

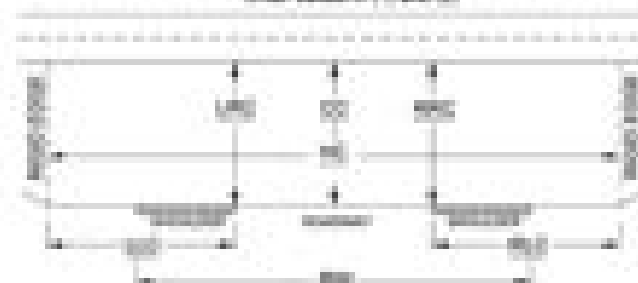
Enter values in (3) and (4)



## UNDIVIDED HIGHWAY

Check Roadway Type: One-Way or Two-Way

Enter values in (1) and (2)



## UNDERPASS -- DIVIDED HIGHWAY WITHOUT MEDIAN OBSTRUCTION

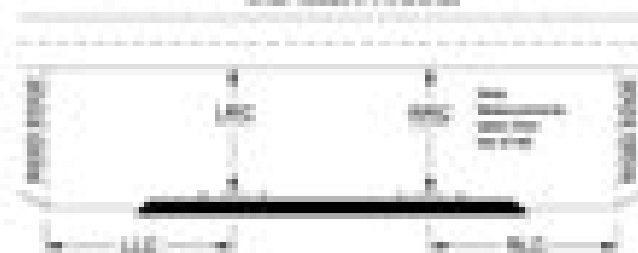
Enter values in (1) and (2)

Enter values in (3) and (4)



## BRIDGE OVER RAILROAD

Enter values in (1) and (2)



# Dot Investigators Report Minnesota Bridge

**National Cooperative Highway  
Research Program**



## **Dot Investigators Report Minnesota Bridge:**

**Collapse of I-35W Highway Bridge, Minneapolis, Minnesota, August 1, 2007** United States. National Transportation Safety Board, 2008 In the early afternoon construction equipment and construction aggregates sand and gravel for making concrete were delivered and positioned in the two closed inside southbound lanes The equipment and aggregates which were being staged for a concrete pour of the southbound lanes that was to begin about 7 00 p m were positioned toward the south end of the center section of the deck truss portion of the bridge and were in place by about 2 30 p m About 6 05 p m a motion activated surveillance video camera at the Lower St Anthony Falls Lock and Dam just west of the I 35W bridge recorded a portion of the collapse sequence The video showed the bridge center span separating from the rest of the bridge and falling into the river Minnesota Department of Transportation Responses to the Investigative Report to Joint Committee to Investigate the I-35W Bridge Collapse Minnesota. Department of Transportation, 2008 Includes a May 21 2008 Statement from the Commissioner and a June 19 2008 letter from Minnesota DOT Commissioner Tom Sorel to the chairs of the joint legislative committee regarding the findings of the investigative report **Minnesota Department of Transportation Research Services ... Annual Report** , 2009 This publication provides a guide to the Minnesota Department of Transportation s current research activities Too Big to Fall Barry B. LePatner, 2010 A comprehensive overview of the shocking state of our nation s infrastructure and what must be done to fix it *Inspection and Management of Bridges with Fracture-critical Details* Robert J. Connor, Robert Joseph Dexter, Hussam Mahmoud, National Cooperative Highway Research Program, 2005 TRB s National Cooperative Highway Research Program NCHRP Synthesis 354 *Inspection and Management of Bridges with Fracture Critical Details* explores the inspection and maintenance of bridges with fracture critical members FCMs as defined in the American Association of State Highway and Transportation Officials Load and Resistance Factor Design LRFD Bridge Design Specifications The report identifies gaps in literature related to the subject determines practices and problems with how bridge owners define identify document inspect and manage bridges with fracture critical details and identifies specific research needs Among the areas examined in the report are inspection frequencies and procedures methods for calculating remaining fatigue life qualification availability and training of inspectors cost of inspection programs instances where inspection programs prevented failures retrofit techniques fabrication methods and inspections and experience with fracture critical members fractures and problems details **The Minnesota Archaeologist** , 2006 *Annual Report* University of Minnesota. Center for Transportation Studies, 2008 **Welding Journal** , 2007 *Annual Report* University of Minnesota. Intelligent Transportation Systems Institute, 2003 Synthesis of Highway Practice National Cooperative Highway Research Program, 2005 **Management and Selection Systems for Highway Maintenance Equipment** National Research Council (U.S.). Transportation Research Board, 1978 This synthesis will be of special and usefulness to maintenance engineers highway administrators and others seeking information on

selection and use of highway maintenance equipment Detailed information presented on equipment management and how it relates to maintenance management needs Avant propos Investigation of Steel-stringer Bridges ,2007 There are hundreds of structurally deficient or functionally obsolete bridges in the state of Iowa With the majority of these bridges located on rural county roads where there is limited funding available to replace the bridges diagnostic load testing can be utilized to determine the actual load carrying capacity of the bridge One particular family or fleet of bridges that has been determined to be desirable for load testing consists of single span bridges with non composite cast in place concrete decks steel stringers and timber substructures Six bridges with poor performing superstructure and substructure from the aforementioned family of bridges were selected to be load tested The six bridges were located on rural roads in five different counties in Iowa Boone Carroll Humboldt Mahaska and Marshall Volume I of this report presents diagnostic load tests on the superstructure of the six bridges The results of the diagnostic load tests were used to calibrate analytical models of the bridges for rating purposes All of the bridges were independently rated by three rating agencies using a codified approach Those ratings were then compared to ratings calculated using a bridge model calibrated to the actual response of the bridge due to the load test The calibrated bridge model was then used to rate the bridges and determine whether an increase in the initial codified bridge ratings was feasible Volume I of this report focuses on evaluating the superstructure for this family of bridges This volume discusses the behavior characteristics that influence the load carrying capacity of this fleet of bridges In particular the live load distribution partial composite action and bearing restraint were investigated as potential factors that could influence the bridge ratings Implementing fleet management practices the bridges were analyzed to determine if the load test results could be predicted to better analyze previously untested bridges For this family of bridges it was found that the ratings increased as a result of the load testing demonstrating a greater capacity than determined analytically Volume II of this report focuses on evaluating the timber substructure for this family of bridges In this volume procedures for detecting pile internal decay using nondestructive ultrasonic stress wave techniques correlating nondestructive ultrasonic stress wave techniques to axial compression tests to estimate deteriorated pile residual strength and evaluating load distribution through poor performing timber substructure elements by instrumenting and load testing the abutments of the six selected bridges are discussed Also in this volume pile repair methods for restoring axial and bending capacities of pile are developed and evaluated *FHWA News* ,2006 **Distortion-induced Fatigue in Multi-girder Steel Bridges** Dmitri Jajich,2000 This report summarizes the findings of a project with the following goals to implement a field instrumentation and monitoring program for a typical multi girder steel bridge on skew supports that may be susceptible to web gap distortion to assess the frequency and magnitude of the distortional fatigue stresses at the web stiffener connections and to evaluate the impact of these stresses on fatigue life Measurements from 12 independent strain gauges were continuously monitored and recorded for more than three months on Minnesota Department of Transportation Mn DOT bridge 27734 Truck loading tests also were

conducted Predicted web gap fatigue life based on the long term monitoring data from Mn DOT bridge 27734 ranges from 45 to 75 years Comparison of web gap stresses with primary design stresses reveals that web gap distortional stresses are comparatively high The report also highlights a detailed finite element study to better understand the web gap stress mechanism and to compare experimental results with theoretical predictions Study results have important implications for investigators of distortion induced web gap fatigue They indicate that the actual stress at the so called hotspot may be as much as twice the stress measured at the strain gauge The report includes a method for estimating girder deflections and web gap stress

**Tree and Brush Control for County Road Right-of-way** Wade H. Williams,2002 Transportation Research Record ,2000 *Summary of Progress - National Cooperative Highway Research Program* National Cooperative Highway Research Program,1994 *An Illustrated Guide for Monitoring and Protecting Bridge Waterways Against Scour* R. Ettema,2006 This report is a well illustrated and practical Guide intended to aid engineers and engineering technicians in monitoring maintaining and protecting bridge waterways so as to mitigate or prevent scour from adversely affecting the structural performance of bridge abutments piers and approach road embankments Described and illustrated here are the scour processes affecting the stability of these components of bridge waterways Also described and illustrated are methods for monitoring waterways and the various methods for repairing scour damage and protecting bridge waterways against scour The Guide focuses on smaller bridges especially those in Iowa Scour processes at small bridges are complicated by the close proximity of abutments piers and waterway banks such that scour processes interact in ways difficult to predict and for which reliable design relationships do not exist Additionally blockage by woody debris or by ice along with changes in approach channel alignment can have greater effects on pier and abutment scour for smaller bridges These considerations tend to cause greater reliance on monitoring for smaller bridges The Guide is intended to augment and support as a source of information existing procedures for monitoring bridge waterways It also may prompt some adjustments of existing forms and reports used for bridge monitoring In accord with increasing emphasis on effective management of public facilities like bridges the Guide ventures to include an example report format for quantitative risk assessment applied to bridge waterways Quantitative risk assessment is useful when many bridges have to be evaluated for scour risk and damage and priorities need to be determined for repair and protection work Such risk assessment aids comparison of bridges at risk It is expected that bridge inspectors will implement the Guide as a concise handy reference available back at the office The Guide also likely may be implemented as an educational primer for new inspectors who have yet to become acquainted with waterway scour Additionally the Guide may be implemented as a part of process to check whether existing bridge inspection forms or reports adequately encompass bridge waterway scour

**Transportation Research ... Biennial Report** Minnesota. Dept. of Transportation,1999 **Government Reports Announcements & Index** ,1993-05

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