



BRIDGE L6322 CR 121

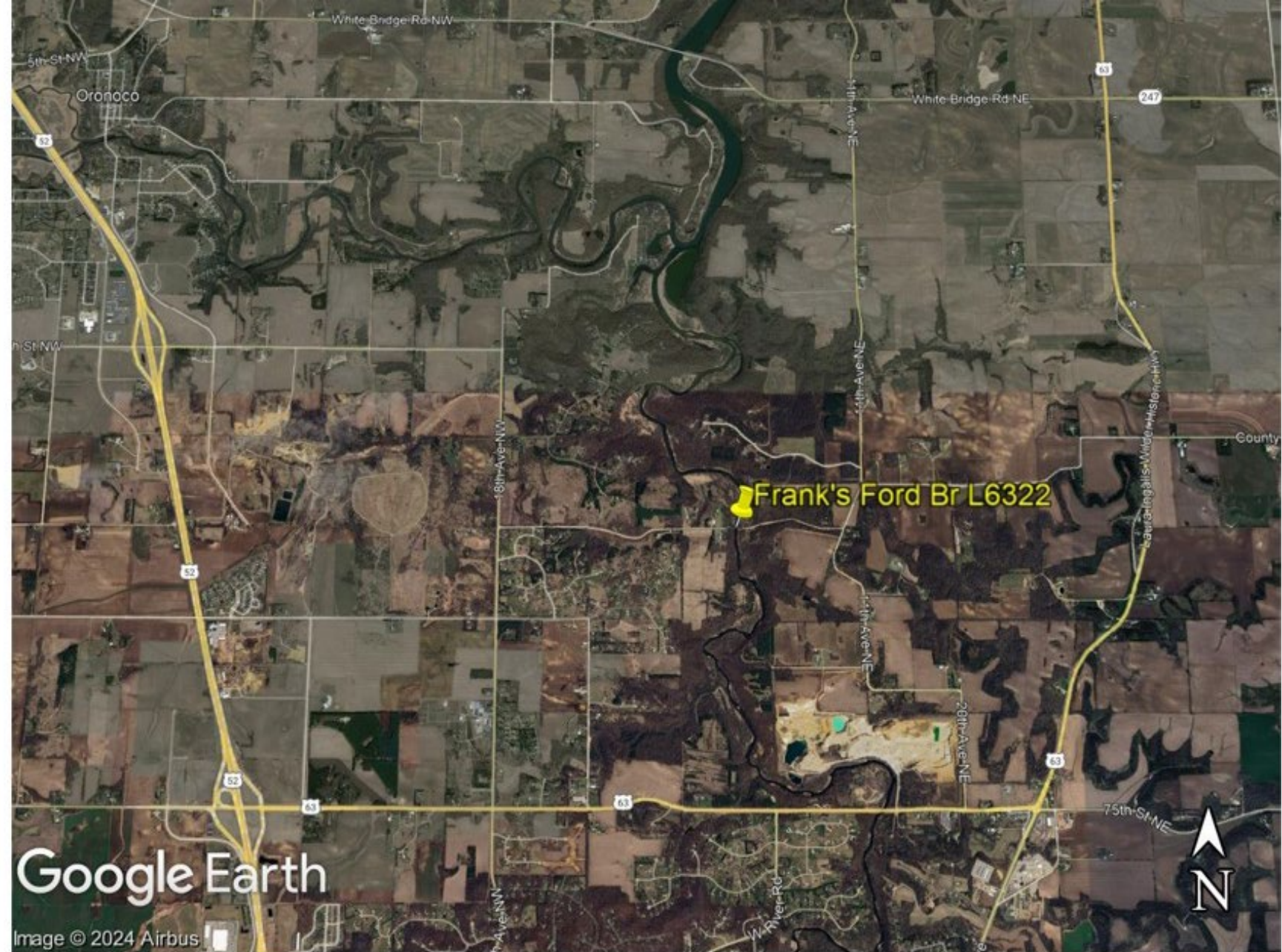
**OPEN HOUSE
JULY 29, 2026**



BRIDGE L6322 COUNTY ROAD 121 (90TH STREET NW)

ORONOCO TOWNSHIP OLMSTED COUNTY

- 4 Span Bridge over South Fork of the Zumbro River
 - 72-foot Truss Main Span
 - 3 Steel Beam Appr. Spans
 - 150-foot Total Length
 - 16-foot width



CONSTRUCTION, MAINTENANCE & REPAIR HISTORY

- 1895: Original Construction
- 1908: Washed Out in Flood
- 1970s: East Approach Spans
- 1980: Closed to Vehicles
- 2011: Closed to All

Dec 16, 1980

Chase moved, Kamper seconded to close the truss bridge on County Road #121, commonly known as Red Bridge, effective immediately with monitoring of the bridge for movement for a six-month period.
Motion. Ayes 4 - Nays 1 (Daley)

OLMSTED COUNTY BOARD OF COMMISSIONERS

PB Post-Bulletin Editorial

Jean Alice Small - President Robert Withers - Publisher
William C. Boyne - Editor and General Manager

Page 14
Thursday,
January 1, 1981

Bridge Closing Needed

It took almost 10 months to get it done, but the Olmsted County Board was right in closing the Zumbro River Bridge on Olmsted 121, four miles south of Oronoco.

The bridge had been condemned by repeated county safety checks. The closing was also recommended by County Public Works Director Jack Dolan. That advice followed an outside study that called the bridge unsafe.

When the Olmsted Board first voted in February, the vote was 3-to-2 to keep it open. However, that vote was finally reversed last month after another warning from Dolan.

There is an alternative crossing on Olmsted 14 about 2.5 miles downstream. That bridge wasn't open last February. The opening of the new bridge, no doubt, was one reason for the change in the position by the Olmsted commissioners.

Bridges are costly to replace and this 19th century structure was no different.

For closeby neighbors, the closing of a bridge is always emotional. But, while they knew of the bridge's weaknesses, others might not have known. Lives could have been endangered and property lost.

With all the reports and recommendations that called for some action, the County Board took the right step.

HISTORIC SIGNIFICANCE

FRANK'S FORD BRIDGE / RED BRIDGE

- Listed in the National Register of Historic Places (NRHP) in 1980
- Significant for:
 - Association with bridge engineer and builder Horace E. Horton
 - Early use of Steel Bridge Construction
 - Early example of a Pratt Through Truss in Minnesota



PHOTO CIRCA 1979

HORACE E. HORTON & PRATT THROUGH TRUSSES IN MINNESOTA



BRIDGE L6322 – 1895
FRANK'S FORD BRIDGE
OLMSTED COUNTY



BRIDGE 92366 – 1885
HANOVER BRIDGE
WRIGHT COUNTY



BRIDGE 4846 – 1875
VERNON BRIDGE
LE SUEUR COUNTY

SUBSTRUCTURE CONDITION – PIERS AND ABUTMENTS

West Stone Masonry Abutment



West Truss Pier



Timber Pier Cap



West Stone Masonry Wingwall



East Truss Pier



Debris Accumulation



SUPERSTRUCTURE CONDITION – FLOORBEAMS, TRUSS AND DECK

Stringer & Floorbeam Corrosion



Seized Pin & Warped Chord



Truss Connection



Top Chord



Vertical Member Lattice



Deck & Railing



SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT



**US Army Corps
of Engineers®**

LEAD FEDERAL AGENCY



**DEPARTMENT OF
ADMINISTRATION**

STATE HISTORIC PRESERVATION OFFICE

SECTION 106 REVIEWER



OWNER



LHB

CONSULTING ENGINEER

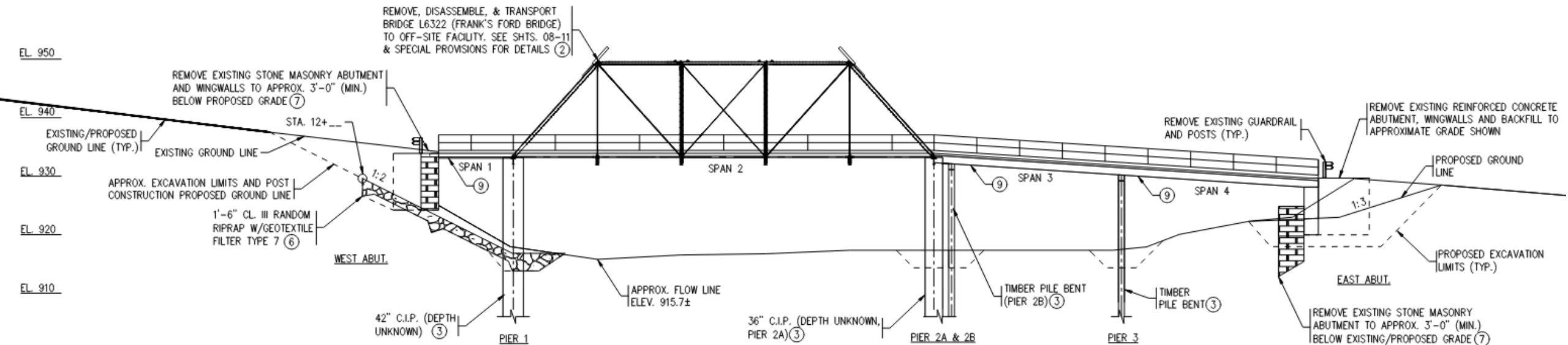
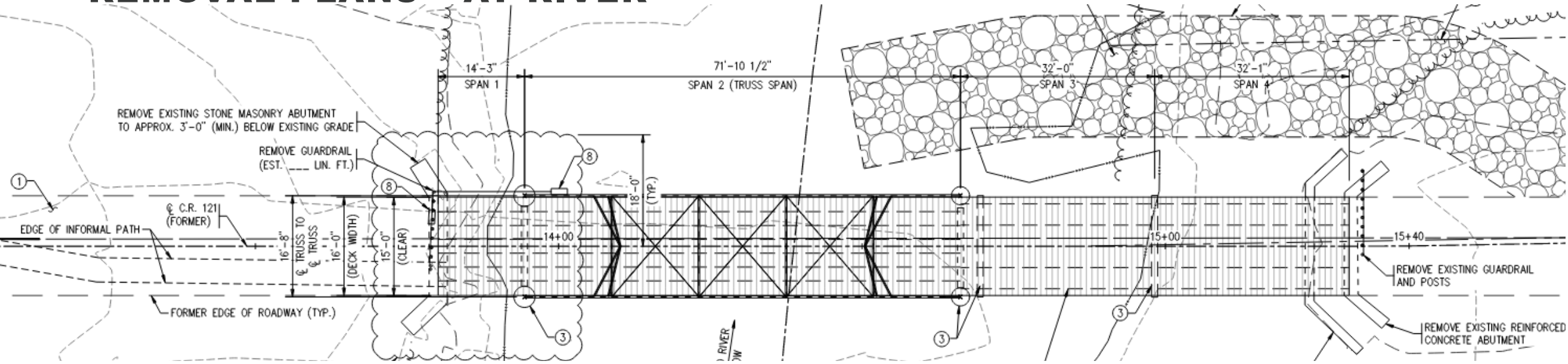
ALTERNATIVES ANALYSIS

	ALTERNATIVE 1 DO NOTHING	ALTERNATIVE 2 REHABILITATE IN PLACE	ALTERNATIVE 3 RELOCATE
PUBLIC SAFETY	SIGNIFICANT PUBLIC SAFETY RISK	VEHICULAR CROSSING RISK DUE TO LOCATION	NO PUBLIC SAFETY CONCERNS
HYDRAULICS/ MAINTENANCE	OVER MAJOR WATERWAY (OVERTOPPING/DEBRIS)	OVER MAJOR WATERWAY (OVERTOPPING/DEBRIS)	NOT PLANNED TO BE OVER MAJOR WATERWAY
BRIDGE CONDITION	IMMINENT FAILURE	GOOD	GOOD
FUTURE USE	NO FUTURE USE	PED CROSSING SERVING LOCAL RESIDENTS	PEDESTRIAN CROSSING SERVING GENERAL PUBLIC
HISTORIC PROPERTY	EVENTUAL LOSS OF HISTORIC BRIDGE	PRESERVES HISTORIC BRIDGE FOR FUTURE GENERATIONS	PRESERVES HISTORIC BRIDGE FOR FUTURE GENERATIONS
FUNDING OPPORTUNITIES	N/A	INELIGIBLE FOR STATE FUNDING	ELIGIBLE FOR STATE FUNDING
COST	\$0	\$2.5M - \$3.1M	\$1.8M - \$2.4M

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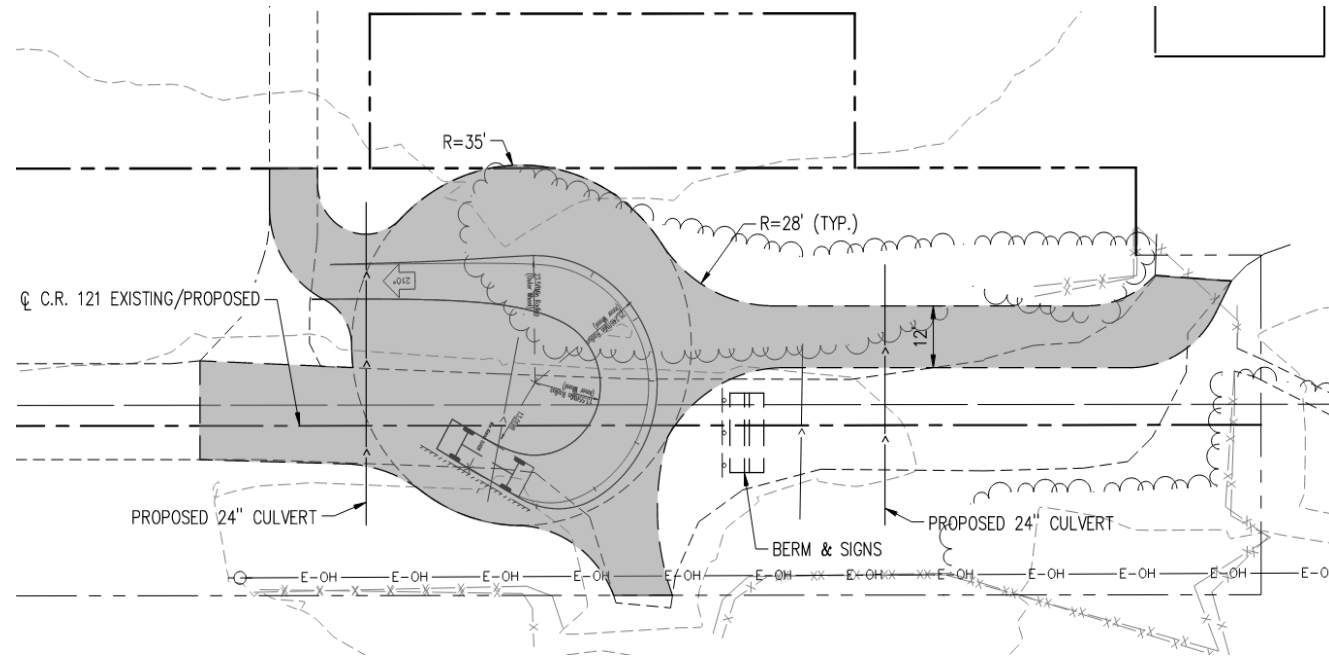
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REMOVAL PLANS - AT RIVER

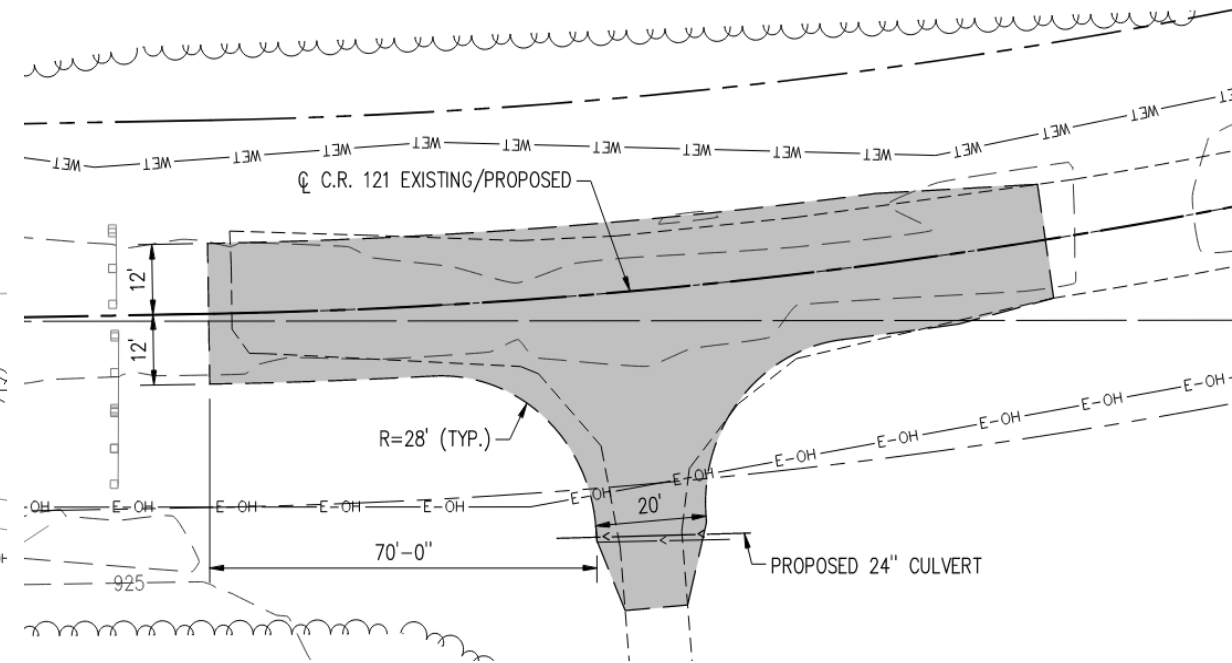


GENERAL ELEVATION

REMOVAL PLANS - APPROACHES



WEST APPROACH – PROPOSED CUL-DE-SAC



EAST APPROACH – PROPOSED HAMMERHEAD TURN-AROUND