

LBR Program Eligibility Criteria

To be federally eligible for BR funding a bridge can be on any public road, and it must be an NBIS bridge (20 feet or greater in length - clear span measured along highway centerline). It must be classified as structurally deficient (SD) or functionally obsolete (FO) in the National Bridge Inventory, and have a sufficiency rating of 80 or less for rehabilitation and less than 50 for replacement. Or, based on the November 1, 2007 Memorandum from the Federal Highway Administration, bridges with structurally deficient bridge decks (those with National Bridge Inventory Item 58 – Deck \leq 4) are eligible for federal bridge funds regardless of the bridge's sufficiency rating.

If BR funding is used on a bridge, the improvement undertaken must be sufficient that it is no longer classified as deficient according to the federal eligibility criteria. Any bridge that undergoes or has previously undergone major rehabilitation, whether accomplished with BR funding or not, is then ineligible for federal BR funding for 10 years.

Funding under the County LBR program shall be limited to federally eligible bridges for which the county engineer has maintenance responsibility, including those partially or wholly within villages or incorporated areas. In addition to meeting the federal eligibility criteria, to qualify for rehabilitation under the County LBR program a bridge must have a General Appraisal rating of 7 or less and, for replacement, a General Appraisal rating of 5 or less.

County bridges from 10 to 20 feet in length are not eligible for federal BR funding, but can be submitted for funding consideration under the CSTP program. Under current CEAO policy, bridges on state highway extensions within municipalities are not being funded under either the LBR or CSTP program.

Program/Funding Guidelines

Each county may program eligible bridge projects up to a \$7.5 million overall federal BR funding limit for projects within any 4-year LBR program period, subject to a 6-year statewide LBR programming limit. Bridges costing greater than \$2.5 million will not count against a county's \$7.5 million BR funding limit, and the maximum LBR funding allocated to a single project will be limited to \$5 million.

The LBR funding for a project shall be limited to the estimated cost of the most practical and/or cost effective structure for the location unless an exception is warranted due to the circumstances involved. Transportation enhancements will not normally be funded.

LBR Program Bridge Ranking Prioritization/Approval Process

Using a bridge ranking process adopted with ODOT approval, the CEAO will annually select new bridge projects each year to maintain a 6-year LBR funding program. In spring of every year, CEAO will request that ODOT produce a list of all the bridges in each county that are currently eligible for County LBR funding for rehabilitation or replacement. This list will be sent to each County Engineer along with a notification letter that LBR applications are currently being accepted. To be considered for funding, all applications must be received in the CEAO office by the due date specified in the letter. Once all the applications are received, they will be ranked in accordance with the approved scoring system.

To guarantee funding for counties with the worst bridge conditions, up to \$10 million will be set aside each year for eligible bridges in target counties. Target counties are those that have a deck area deficiency percentage greater than the statewide average based on a GA of 4 or less. For this purpose, ODOT will also be asked to provide an updated list of these target counties based on the latest bridge inventory data.

The annual bridge approval process will involve three steps:

- 1) Bridges with a GA of 4 or less located in target counties are considered target bridges. Applications for target bridges will be selected by rank until \$10 million of LBR funding is committed. Bridges selected within this \$10 million set aside will not be subject to re-ranking against new bridge applications the following year.
- 2) To encourage additional counties to participate in the program, each county will be guaranteed to have at least one LBR project funded every five years. Thus if a county has no LBR projects approved for funding within the four program years immediately prior to the year currently being funded, the highest ranking bridge application from that county will automatically be approved. Bridges selected under this 5-year provision will also not be subject to re-ranking against new bridge applications the following year.
- 3) All the remaining bridge applications will be selected based on rank score until the balance of the LBR funding is used. During this step, additional target bridges may be selected for funding; however, these will not be exempt from re-ranking the next year.

All new projects selected for funding each year will be placed in the 5th or 6th program year, based on their rank score in comparison to the 5th year projects approved the previous year (except those exempted from re-ranking under the \$10 million target earmark or the 5-year provision). The goal of this re-ranking provision is to give the higher ranked (worse) bridges each year the potential to be scheduled in the 5th rather than the 6th program year, and to thus avoid this re-ranking process the following year.

Any bridge applications not approved for funding under this annual ranking process will have to be resubmitted for future funding consideration. They will be subject to future approval based on their relative rank at that time, and will not receive any priority consideration on the basis that they were previously submitted but not approved.

The bridge ranking system will also be used to determine priority whenever LBR funding availability allows projects to be advanced a year, or requires that projects be delayed a year to maintain annual fiscal balance. Whenever a project has been delayed due to fiscal constraint, it is not longer subject to further delay due to fiscal constraint, nor will it be subject to the annual re-ranking process if it has been delayed into the 5th program year.

CEAO Bridge Project Ranking Score

Projects will be prioritized for funding based on the following criteria:

		<u>Points</u>
1. Bridge Sufficiency Rating:	Replacement	100 – SR
	Rehab	130 – SR
Up to 100 points max		

Definitions: Replacement – Replacing both the superstructure and substructure
Rehab – General maintenance activities, replacing just the superstructure,
or replacing the superstructure and a portion of the substructure (i.e. piers or
abutments)

2. General Appraisal:	GA = 0	75
	1	75
	2	60
	3	40
	4	20
	5 or higher	0

3. County Priority: 30 points

Points are to be allocated by the County Engineer and should be denoted on the LBR application. The points can all be placed on one application, or can be split in any combination between a county’s applications.

4. Current Funds Programmed	\$0.00/sq. ft.	15
divided by Total County	\$0.01 – \$3.00/sq. ft.	10
Bridge Deck Area:	\$3.01 - \$10.00/sq. ft.	5
	\$10.01 or greater/sq. ft.	0

5. Overall County Deficiency:	≥100 Bridges or ≥100,000 sq ft	25	
(Bridges w/GA of 4 or less)	99≥75 Bridges or 99,999≥75,000 sq ft	20	(Pick # or sq ft
	74≥50 Bridges or 74,999≥50,000 sq ft	15	by whichever
	49≥25 Bridges or 49,999≥25,000 sq ft	10	yields higher
	24≥10 Bridges or 24,999≥10,000 sq ft	5	point value)
	<10 Bridges or <10,000 sq ft	0	

6. Bridge Load Limit:	5 ton or less (12.5% legal)	25
	≤ 10 ton (25% legal)	20
	≤ 15 ton (37.5% legal)	15
	≤ 20 ton (50% legal)	10
	>20 ton (50% legal)	0

Maximum Points Available: 270

Notes:

(1) If a bridge qualifies for replacement, but funding is only requested for rehabilitation, the sufficiency rating score must be adjusted to reflect that the planned improvement is a rehabilitation (i.e. the SR will be subtracted from 130).

(2) Every bridge must be submitted on a separate application. If multiple bridges are selected for funding, they may then be combined into one project.

(3) Stand-alone bridge painting projects, which were previously excluded from County LBR funds, will now be accepted. However, they will be subject to the ranking process above and will be funded accordingly. Transportation enhancement activities are not typically funded with LBR funding.