

FEDERAL OFF-SYSTEM BRIDGE REPLACEMENT AND REHABILITATION PROGRAM (BRR)

Eligible Activities:

Replacement and rehabilitation of structurally deficient or functionally obsolete bridges not on the State or interstate system of highway (also known as off-system bridges)

Every two years, TDOT inspects all bridges across the State, determines their condition in accordance with National Bridge Inventory System (NBIS), and provides a sufficiency rating for each bridge. (A *bridge* is defined by NBIS as a structure with a length along the roadway centerline of 20 feet or more.) Bridges with a load rating of 15 tons or less are added to the Department's bridge replacement list, ranking them from the worst sufficiency rating to the best.

A bridge with a sufficiency rating of less than 80 is eligible for rehabilitation, and a bridge with a sufficiency rating of less than 50 is eligible for replacement. Upon project completion, rehabilitated bridges must have a sufficiency rating greater than an 80, and BRR funds cannot be used on that same bridge again for 10 years.

Funding:

When funding is available, TDOT selects bridges for replacement from the bridge replacement/rehabilitation list. The number of bridges to be replaced is governed by the amount of BRR funding available.

When a bridge is identified by the Department as being eligible for this program, the Local Programs Development Office notifies the local government that bridge has been selected for replacement or rehabilitation. If the local government chooses to accept the bridge, the BRR program pays 80% of the total project cost. The remaining 20% match is paid by the local government. To potentially reduce the required 20% match to 0.4%, County State Aid funds may be used based on availability of funding and the condition of the bridge.

If the local government is out of compliance for failure to properly post, close, or repair any bridge owned by them in the timeframe and manner specified by TDOT, the local government will not be eligible for any federal or state bridge funds until the issue is corrected. Keep in mind that federal funding is not available for specialty work such as decorative items and decorative lighting. Bicycle and walking paths across bridges are eligible if the local government has such existing adjacent/connecting facilities or if a master bicycle/pedestrian plan is in place showing the need for such facilities.

Once the project is completed, the local government is responsible for maintenance of the bridge.



Application Process:

The Local Programs Development Office will offer the bridge to the local government as a BRR project. The local government will then determine if they wish to manage the project themselves or have the Department manage the bridge project for them.