

**ADOT Off System Bridge (OSB) Program  
Frequently Asked Questions (FAQ)**

**Q: What functional classifications are eligible for the OSB program?**

A: Rural Minor Collectors and Local roads.

**Q: What is the maximum amount of federal funding that can be requested for an OSB project?**

A: Each project has a \$1M cap of federal funds that can be used for the whole project, including both Design and Construction phases. All other funding must come from another source, such as the local and/or other community partnerships.

**Q: Do OSB projects require a local match?**

A: Yes, the OSB Program is a federal-aid program and is required to follow all federal regulations, including a local match. Eligible bridge project costs are funded at 94.3% Federal share with a 5.7% local match.

**Q: How can I find out if a bridge structure is “On-System” or “Off-System”?**

A: Off-System bridges are defined as bridge structures that are not on the federal-aid highway system. Project Sponsors can verify if a bridge structure is “On” or “Off” system by reviewing the Bridge Inventory List and Bridge Reports provided to locals by the ADOT Bridge Group. (City of Phoenix and tribal governments maintain their own Bridge Inventory lists and are not included with the list provided by ADOT).

**Q: Where can I find the ADOT Bridge Inventory list?**

A: The ADOT Bridge Inventory list can be found on the ADOT Bridge Group website at <https://www.azdot.gov/business/engineering-and-construction/bridge/bridge-inventory>. City of Phoenix and tribal governments will need to work with their local Bridge staff to obtain a copy of their lists and bridge reports.

**Q: What happens if a local agency does not see their bridge on the ADOT Bridge Inventory list, how do they get on the list?**

A: All structures from the National Bridge Inventory (NBI) have been added to the ADOT Bridge Inventory for all local agencies, except City of Phoenix and tribal governments, who maintain their own data and bridge reports. If a local agency does not see a bridge structure on the ADOT Bridge Inventory, they can contact the ADOT Bridge Group to discuss and research further.

**Q: Can I use the OSB Program to fund a new bridge structure?**

A: No, the purpose of the OSB Program is to fund the design and/or construction for the replacement or rehabilitation of existing bridge structures that have been determined to be deficient because of structural deficiencies, physical deterioration, or are functionally obsolete.

**Q: What kind activities can I do with OSB funds?**

A: Replacement, rehabilitation, preservation/preventative maintenance (as identified under FHWA’s Bridge Preservation Guide), protection (painting, scour countermeasures, seismic retrofits, Impact protection measures, security countermeasures, and protection against extreme events), and Real Property Interest Rights for permits or other uses as needed as part of the Right of Way requirements needed for the project.

**Q: Can OSB Program funds be used to repair a retaining wall adjacent to the bridge structure?**

A: No, long approach fills, connecting roadways, interchanges, ramps, and other extensive structures, when constructed beyond the attainable touchdown point, in general, are ineligible for program participation in the OSB Program.

**Q: If a Local Sponsor submits a project application with both Design and Construction, will both phases be approved or will the Local Sponsor need to submit a separate application for Construction during a future “Call for Projects”?**

A: If a project is selected, the whole project is selected; both Design and Construction. The funding would be slotted in the appropriate program year for the phase of work being completed. For example: If a Design project is scheduled for State Fiscal Year (SFY) 20, funds would be obligated out of the SFY20 budget, however, if the Construction was scheduled to be done in SFY22, the Construction funds would be programmed out of the SFY22 budget and would be deducted from the State apportionment prior to any other new projects being initiated.

**Q: How do I know if I should repair or replace the bridge structure?**

A: Bridge structures with a sufficiency rating of 80 or less are eligible for rehabilitation. Structures with a sufficiency rating of 50 or less are eligible for replacement. The decision to rehabilitate versus replace should also be based on a study of alternatives considering cost, safety, service life, and level of service.

**Q: Are tribal governments eligible for OSB funds?**

A: Yes, tribal governments are eligible for funding. Applications should be consolidated and submitted through their Regional Council of Government (COG) or Metropolitan Planning Organization (MPO).

**Q: Can tribal governments flex funds to BIA?**

A: Yes, if selected, tribal governments may flex funds to Bureau of Indian Affairs (BIA).

**Q: If a Design project has been selected for program funds, how long does a local agency have to complete the project?**

A: Projects selected must be ready to authorize for Construction by FY22.

**Q: Can Surface Transportation Block Grant Program (STBGP) funds be used to supplement additional costs that run over the OSB maximum of \$1M?**

A: Yes, however, funding can only be used to supplement OSB funds. As such, the restrictions on OSB funds would apply to the STBGP funding for eligible activities and locations.

**Q: Do COGs and MPOs need to add the projects to a “parking lot” in the Regional TIPs and approved by their Executive Councils before submitting applications to ADOT?**

A: No, projects should not be programmed until after they have been selected for funding.

**Q: Why are the applications being routed through the COGs and MPOs?**

A: We are asking that applications be submitted to the COGs and MPOs so that they are made aware of possible projects that may need to be programmed with OSB funds and other funding sources such as additional funding from locals and/or other community partnerships. All funding sources must be shown in the TIP once a project is selected. The COGs and MPOs should also review the applications for completeness and also prioritize based on regional significance.

**Q: When are applications due back to ADOT?**

A: February 22, 2019. COGs and MPOs may develop their own due dates to ensure timely submittal back to ADOT.

**Q: When should a COG or MPO start programming the project into the Regional Transportation Improvement Plans (TIP)?**

A: Projects should be added to the TIP once the project has been selected for program funds.

**Q: How will I know if my project has been selected?**

A: Notifications will be sent in April 2019. We will be sending letters for projects that are selected and not selected for program funding. The applicable letter will be sent to the Local Sponsor with copies sent to the Regional COG or MPO, CA Liaison (if applicable), ADOT Districts and Technical areas.

**Q: When can a selected project start work on the development process?**

A: Once a project has been selected and has been programmed in the Regional TIP, Local Sponsors may submit the project initiation paperwork to the ADOT LPA Section to request an ADOT Project Manager, ADOT project number and federal ID number be assigned. Project initiation and IGA execution may be done prior to funding becoming available. Funding for Development Activities such as consultant selection, Environmental, Right of Way, and Utility & Railroad consultations will not be available until after July 1, 2019.

**Q: Will the OSB Presentation be made available online?**

A: Yes, the OSB Presentation (along with the OSB Guidelines, FAQ sheet, and link to ADOT Bridge Group's Bridge Inventory List) has been added to the ADOT LPA Section website <https://www.azdot.gov/business/programs-and-partnerships/local-public-agency/off-system-bridge>.

**Q: Who should I contact if I have questions about the OSB Program?**

A: For general questions about the OSB Program, Local Sponsors should contact the ADOT LPA Section. For information on a specific bridge structure, Local Sponsors should contact the ADOT Bridge Group.