

ADOT Off-System Bridge Program



Meeting Name
Meeting Date

Presented by: Mark Henige
ADOT LPA Program Manager

Purpose of Presentation

The purpose of this presentation is to assist Local Agencies and Tribal Governments (Project Sponsors) with the ADOT process for federal funding of the Off-System Bridge Program and provide guidance on ADOT's implementation of the two funding programs available under the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Bill (BIL).

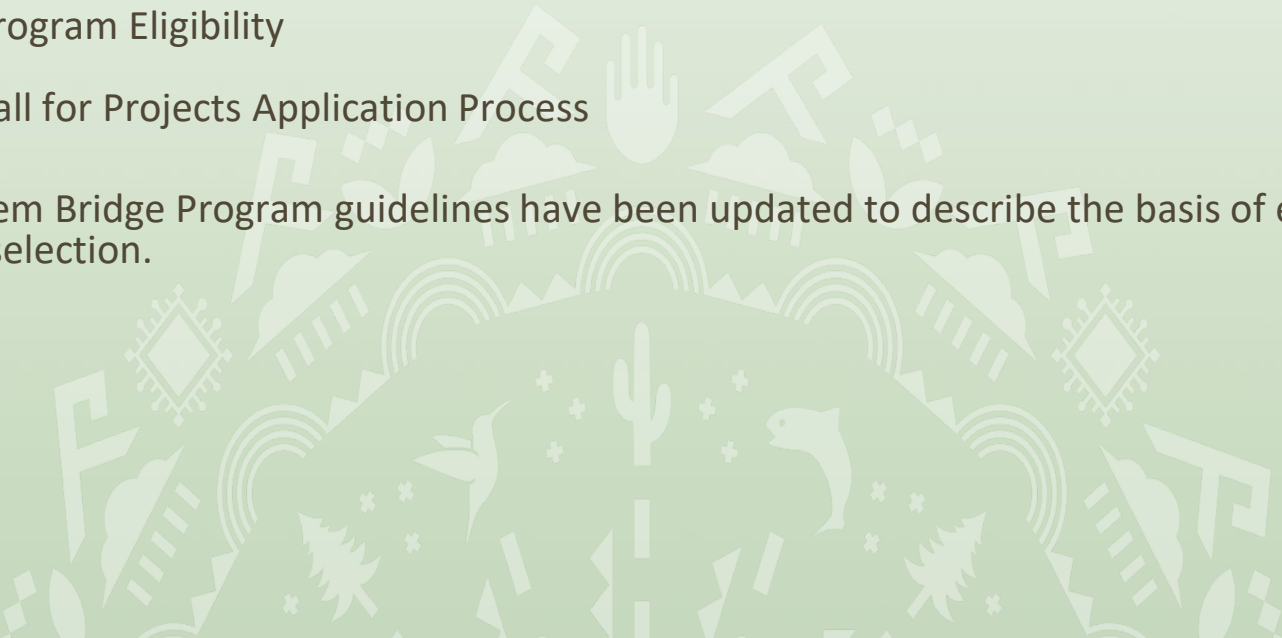
There are now two separate funding programs available for use on Off-System Bridge Projects.

- ❖ **Surface Transportation Block Grant Program (STBG)**
- ❖ **Bridge Formula Program (BFP)**

This presentation will cover:

- Program Funding Amounts
- Program Eligibility
- Call for Projects Application Process

The Off-System Bridge Program guidelines have been updated to describe the basis of eligibility and project selection.



Funding Programs

STBG

- Existing MAP21 Program updated under IIJA.
- \$1M project cap removed.
- The funding set aside in ADOT's construction program for each FY is currently \$3.9M.
- Funded at 94.3% federal share with a 5.7% local match.

BFP (IIJA/BIL)

- On November 15, 2021 the President signed into law the IIJA/BIL for FY 2022 thru FY 2026.
- No project cap.
- A minimum amount of \$6.7M per year will be set aside for the next five years.
- Funded with 100% federal share with no local match.

The **INFRASTRUCTURE
INVESTMENT
and JOBS ACT**

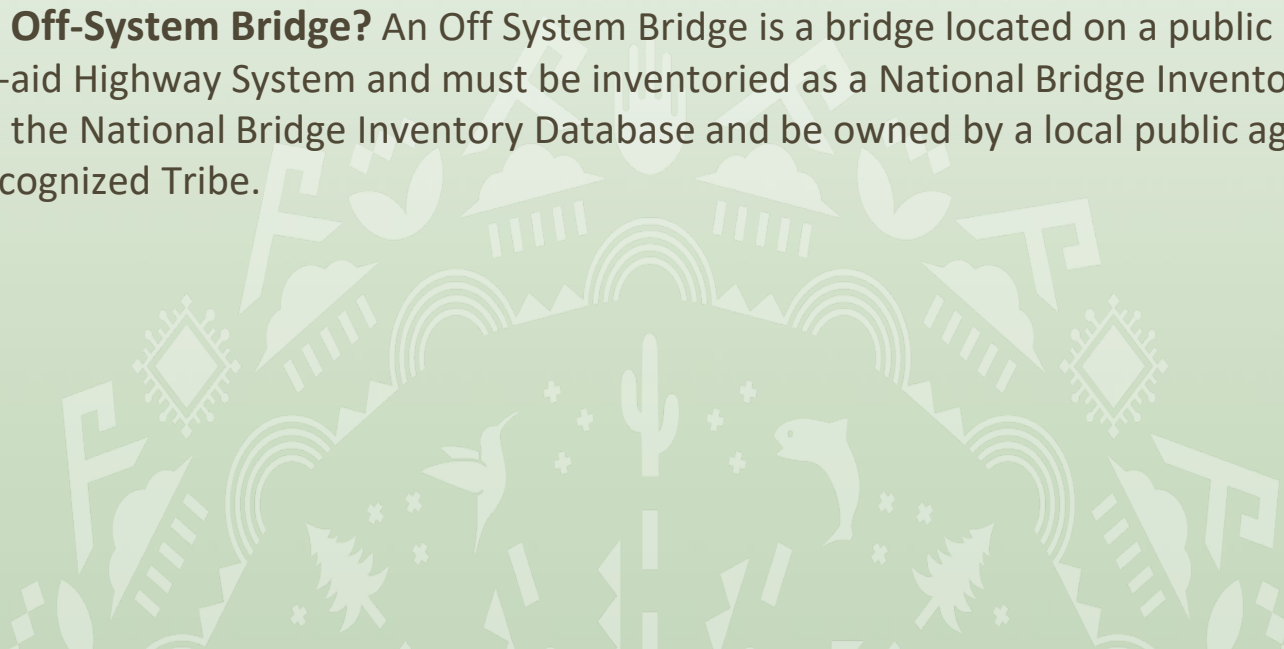
5 Year Surface Transportation Bill
enacted in Fall 2021

Eligibility Determination

The Purpose of the Off-System Bridge Program is to fund the Design and/or Construction for replacement or rehabilitation of roadway bridges over waterways, other topographical barriers, other roadways, railroads, canals, ferry landings, etc. on bridges that are not on the federal-aid highway system (local roads and minor collectors).

What is a Bridge? Bridges are defined as any highway structure with an opening measured along the centerline of roadway of more than 20 feet (6.1 m) between under copings of abutments and spring lines of arches, or extreme ends of the openings of multiple boxes.

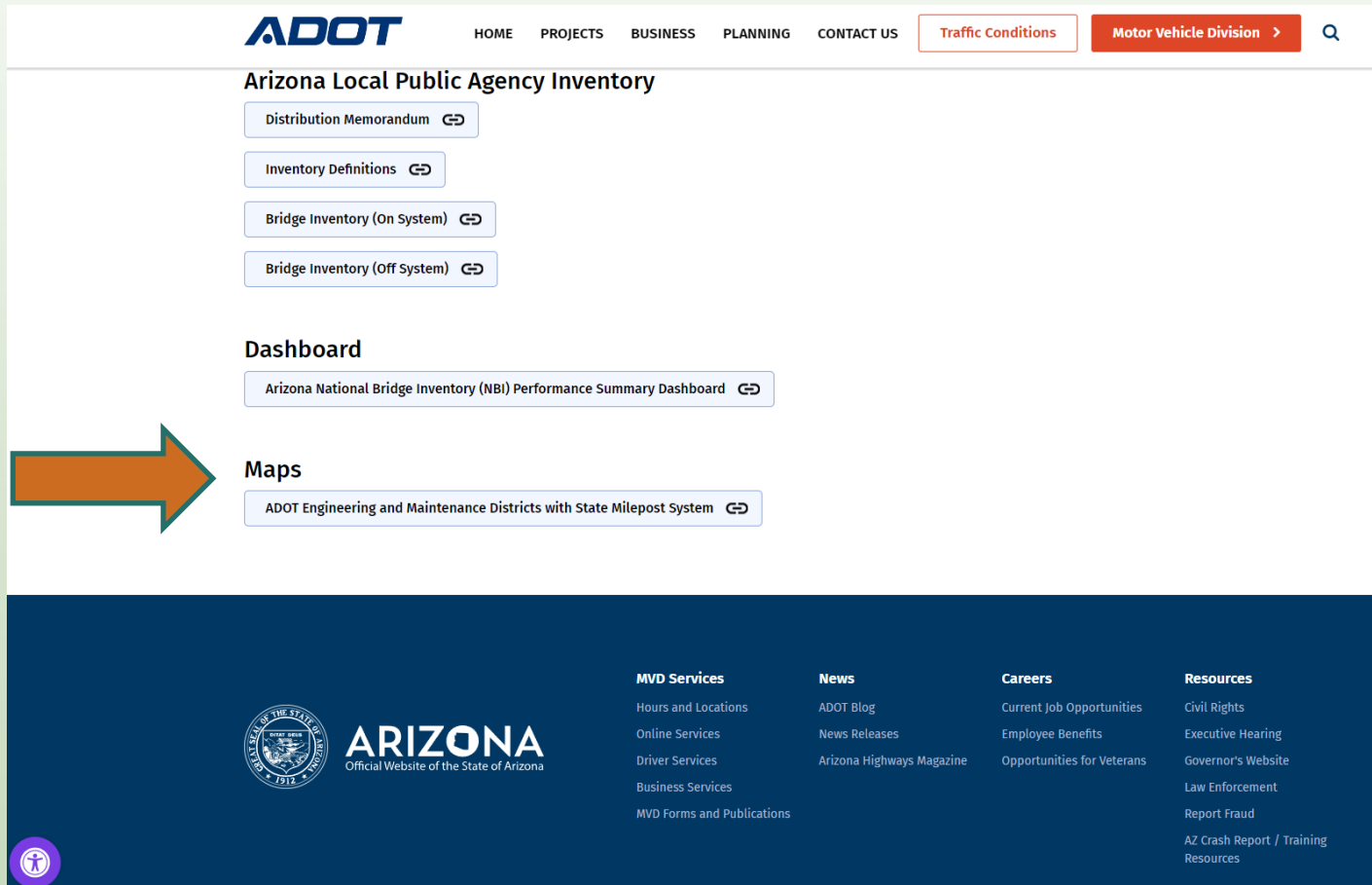
What is an Off-System Bridge? An Off System Bridge is a bridge located on a public road, not on the Federal-aid Highway System and must be inventoried as a National Bridge Inventory (NBI) structure in the National Bridge Inventory Database and be owned by a local public agency or federally recognized Tribe.



ADOT LPA Bridge Inventory

Where can you find the Arizona Local Public Agency Bridge Inventory?

<https://azdot.gov/business/engineering-and-construction/bridge/bridge-tunnel-inventory>

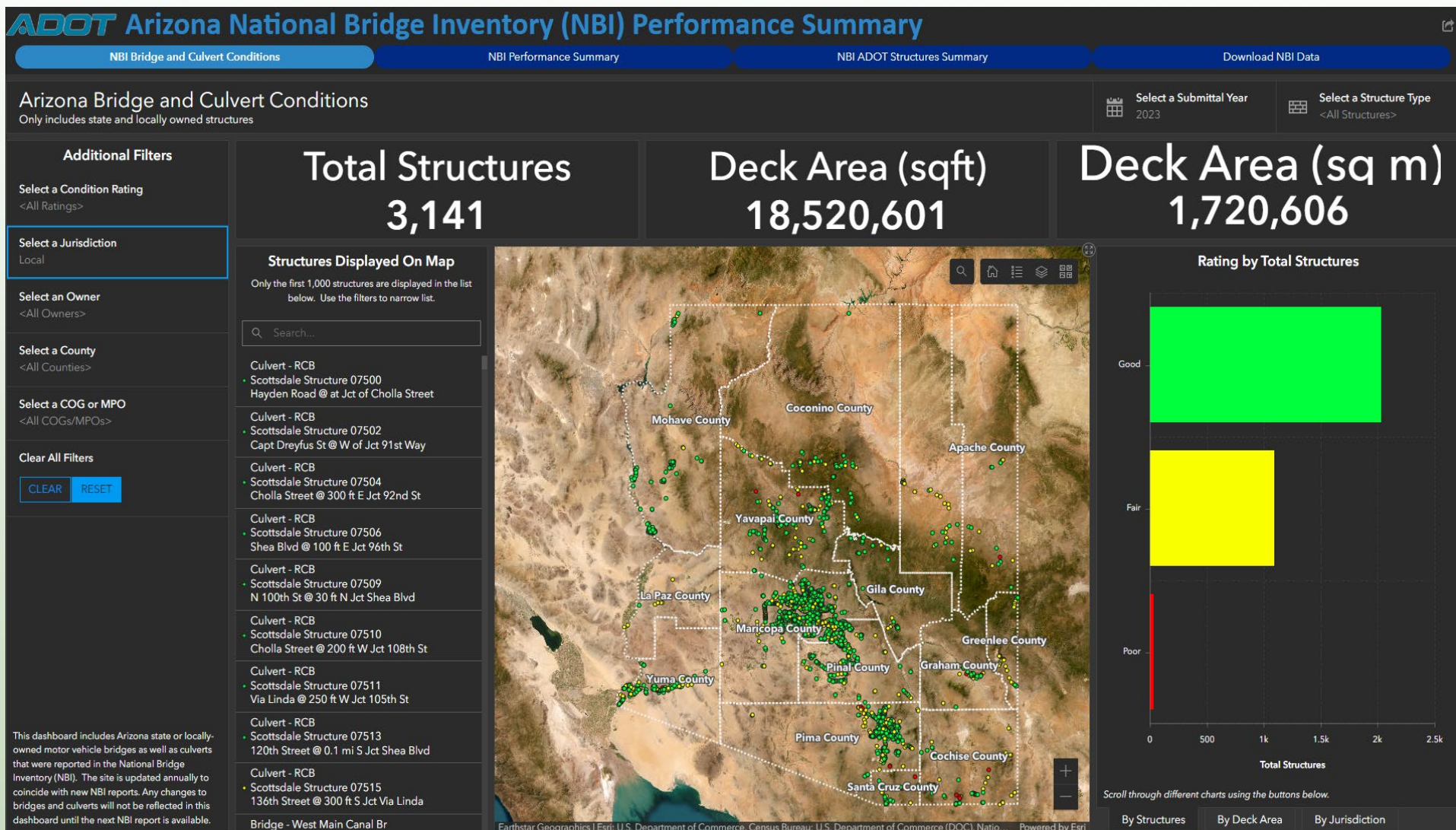


The screenshot shows the ADOT website with the following structure:

- Header:** ADOT logo, navigation links (HOME, PROJECTS, BUSINESS, PLANNING, CONTACT US), and buttons for Traffic Conditions and Motor Vehicle Division.
- Main Content:**
 - Arizona Local Public Agency Inventory:** A list of links: Distribution Memorandum, Inventory Definitions, Bridge Inventory (On System), and Bridge Inventory (Off System).
 - Dashboard:** A link to the Arizona National Bridge Inventory (NBI) Performance Summary Dashboard.
 - Maps:** A link to ADOT Engineering and Maintenance Districts with State Milepost System. An orange arrow points to this section.
- Footer:** Arizona State Seal, "ARIZONA Official Website of the State of Arizona", and four columns of links: MVD Services, News, Careers, and Resources.

MVD Services	News	Careers	Resources
Hours and Locations	ADOT Blog	Current Job Opportunities	Civil Rights
Online Services	News Releases	Employee Benefits	Executive Hearing
Driver Services	Arizona Highways Magazine	Opportunities for Veterans	Governor's Website
Business Services			Law Enforcement
MVD Forms and Publications			Report Fraud
			AZ Crash Report / Training Resources

ADOT Bridge Inventory Dashboard



ADOT LPA Bridge Inventory

- The Dashboard identifies if bridge structure is “On System” or “Off System”.
- Inventory dashboard identifies if the condition is Poor, Fair, or Good: The bridge must be classified as either “Poor” or “Fair” or having a load capacity rating that requires the bridge to be posted for weight restrictions based on the National Bridge Inspection Standards (NBIS).
 - A “**Poor**” bridge is defined as having one or more main bridge elements of the deck, superstructure, substructure or culvert with a condition rating of 4 or less based on the rating criteria defined in the NBIS.
 - A “**Fair**” bridge is defined as having one or more main bridge elements of the deck, superstructure, substructure or culvert with a condition rating of 5 or 6, with no other of these elements with a rating of 4 or less, based on the rating criteria defined in the (NBIS).

Functional Classifications

In order for a bridge structure to be considered “Off-System”, it must be functionally classified as a Minor Collector or Local Road. Structures that are functionally classified as a Major Collector or above are not eligible for OSB funding.

Local:

Local roads are the most common roads by far, but are also the slowest for travel. They are designed specifically to have high accessibility and to connect to collector and arterial roads, and are typically not used for through traffic.

Collector:

Collector roads are the second most common and are used as a connection between local roads and arterial roads. They provide a balance between access and mobility.

If an applicant has a dispute over the identified functional classification of a bridge within their jurisdiction, please refer to <https://azdot.gov/maps> and contact the ADOT LPA Section or ADOT Bridge Group for further guidance or clarification.

Eligible Activities by Program

Under both funding programs the decision to rehabilitate versus replace should be based on a study of alternatives considering cost, safety, service life, and level of service.

STBG

- Eligible for Replacement, Rehabilitation and/or Strengthening.
- Real Property Interest Rights for required access and permits or other uses as needed as part of the ROW requirements.

Similar

BFP (IIJA/BIL)

- Eligible for Replacement, Rehabilitation and/or Strengthening.
- Real Property Interest Rights for required access and permits or other uses as needed as part of the Right of Way requirements.

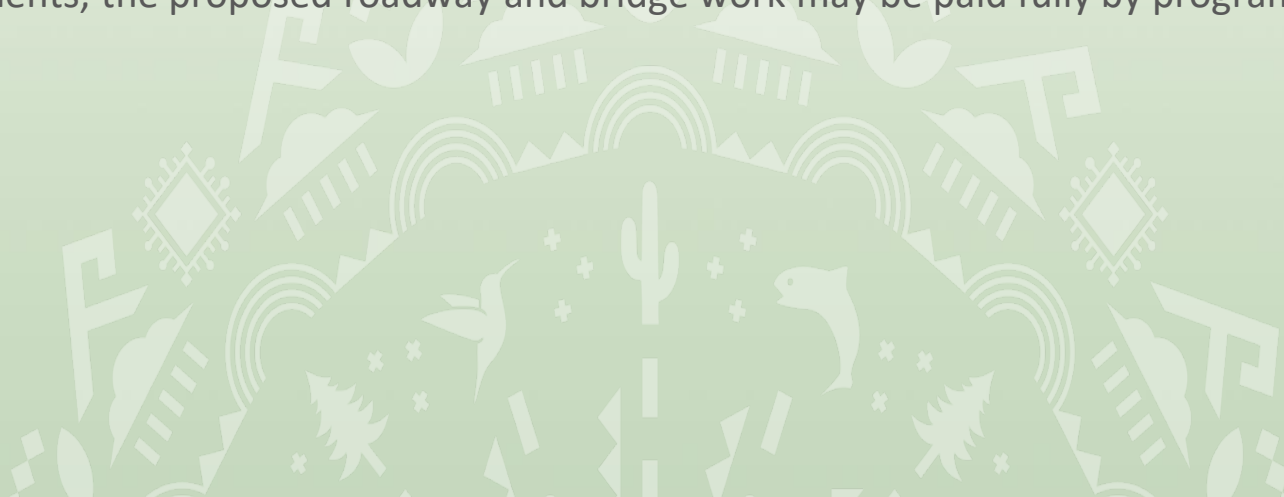
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- Eligible for Preservation/Preventative Maintenance and Protection.
 - All, regardless of condition.
 - Added replacement of low water crossing with bridge.

Different

- Eligible for Preservation/Preventative Maintenance and Protection:
 - Poor or Fair

Eligible Activities for Both Programs

- Reasonable touchdown points for bridge projects are recommended in order to keep the total length of approach work at less than 1,200 ft, not to exceed 15% of the total project cost.
- Long approach fills, connecting roadways, interchanges, ramps, and other extensive structures, when constructed beyond the attainable touchdown point are, in general, ineligible for program participation in the Off-System Bridge program.
- An exception can be accepted to use program funds for more roadway work if FHWA representatives concur that the bridge replacement or rehabilitation project is an isolated project without any roadway improvement proposed in the vicinity of the project area. In order to satisfy AASHTO Design Criteria to current design standards for roadway and bridge requirements, the proposed roadway and bridge work may be paid fully by program funds.



Call for Projects

- Project selection will be competitive for both programs.
- Can only apply for one program per project (STBG or BFP).
- The application must identify the requested Program Funding (STBG or BFP) the project sponsor wishes to apply for in the application form.
- The “Call for Projects” notice will be sent by the ADOT LPA Section through the COG/MPOs.
- Entities submitting multiple applications will need to regionally prioritize projects and submit justification for the selected bridges.



Types of Applications

All applications will require a cost estimate. Cost estimates should include a year of expenditure and show a fully funded project including all local funding amounts. This includes the ADOT Development Administration (PDA) fees.

➤ **Scoping Preliminary Engineering (STBG Only):**

- If applying for scoping, the application must be for scoping only and include an anticipated plan to complete the project.
- If it is determined that the project will move forward with Design and Construction, a new application will need to be submitted and compete in a future “Call for Projects”.

➤ **Design and Construction:**

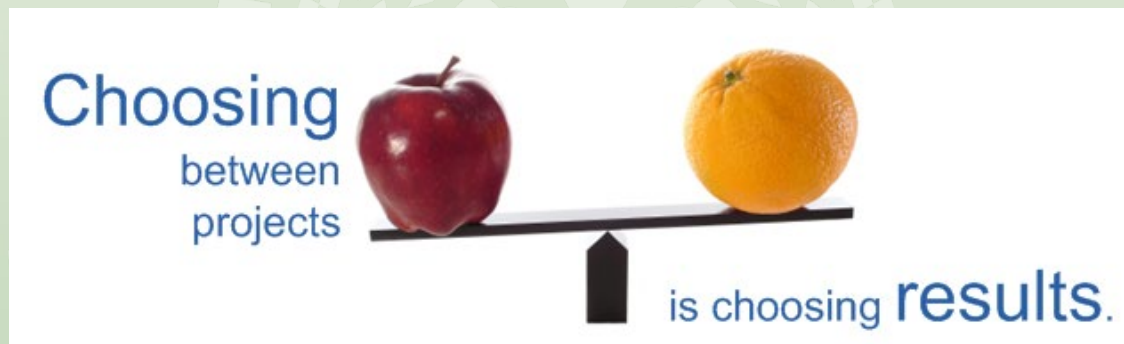
- Applications for Design and Construction phases will require a minimum 15% level design plans and a scoping document that includes a detailed description of work that includes scope of work, justification (system prioritization), schedule, and detailed itemized cost estimates for both design costs and construction costs.

➤ **Construction:**

- If the application is for the Construction phase only, applications should include preliminary or final design plans that are at or beyond 95% (Stage IV) and include an itemized construction costs estimate.

Project Selection

- The Selection Committee consists of bridge engineers from ADOT Bridge Group Administration, Bridge Design, Preservation, and Geotechnical services, and any others as appropriate.
- The ADOT Bridge Group performs an initial review of the application, bridge data, and ratings, to resolve any insufficient and inconsistent data.
- The selection committee will review and prioritize all projects based on the submitted applications and established scoring criteria and may perform an on-site review of selected bridges as necessary.



Programming

- If a project is selected for funding, an eligibility letter will be sent to the Project Sponsor, COG/MPO, and applicable ADOT Technical Groups letting them know that the project has been selected for funding.
- All projects selected must be obligated for construction within 3 years of selection.
- If a project is selected for funding, the Project Sponsor will work with regional COG/MPOs to have the project programmed into a fiscally constrained program year in their Regional Transportation Improvement Plan (TIP).
- Once the Regional TIP has been amended and submitted through ADOT and FHWA for approval, the Project Sponsor should work with the ADOT LPA Section to initiate the project and start the ADOT Development process.
- Project Sponsors will need to follow the ADOT Project Development Process for federal-aid programs as outlined in the ADOT LPA Manual. You can find the ADOT LPA Manual, along with other OSB resources on the ADOT LPA Section's webpage <https://azdot.gov/node/5434>
- For more information about the BFP and other federal-aid programs included in the IIJA Bill, please visit the FHWA webpage <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

Application Timeline

- **October 25, 2023:** “Call for Projects” email was sent through regional COGs and MPOs.
- **October-December 2023:** COGs and MPOs to collect and prioritize regional projects. COGs and MPOs may implement their own timelines to ensure timely submittal back to ADOT.
- **December 30, 2023:** Applications are due back to ADOT LPA Section.
- **January 2024:** The ADOT Selection Committee will review and prioritize all projects based on the submitted applications and established scoring criteria.
- **February 2024:** Notification of selections will be sent to the Project Sponsor and regional COG or MPO.
- Project Sponsors with selected projects may start working with ADOT LPA Section to initiate the project and start IGA process as soon as the project has been programmed in the Regional TIP.
- Funding for Development Activities such as consultant selection, Environmental, ROW, and Utility and Railroad consultations will not be available until after **June 2024**.

Project Development Road Map



Life Cycle of the Project Delivery Process

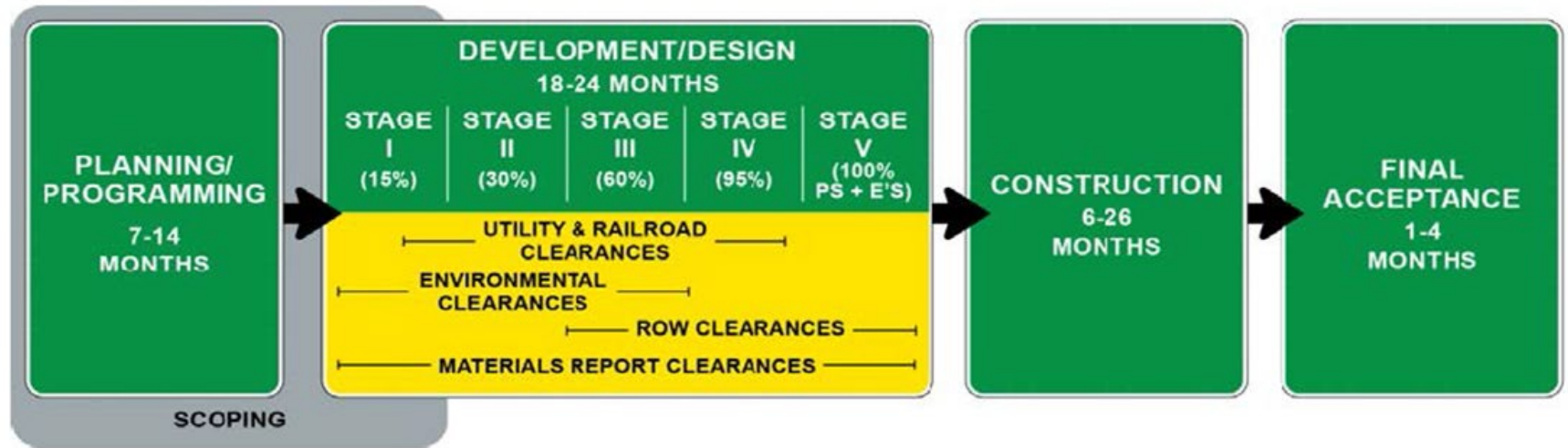


Figure 1-2 Life Cycle of the Project Development Process

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Questions???

