

Local Bridge Improvement Assistance Program Funding Policy

Horizontal Alignment

- Project design remains on existing alignment.
- If horizontal realignment of bridge is intended, the realignment cost difference is a local cost share*
- During preliminary design, if a scope change is needed, submit Change Management request.

Vertical Alignment

- Start project scope with 50-foot approach lengths in each direction*
- If an increase in vertical profile is needed, match to existing bridge design speed as closely as possible.
- During preliminary design, if the vertical profile requires changes that vary from the original scope, submit change management.
- If the combined approach lengths are 100 ft or longer or 15% or more of the structure costs, submit a Bridge Approach Length Justification Report to Bureau of Project Development (BPD) for approval and Change Management request if additional funding is needed**

Cross Section

- Cross section width should match existing facility width, applicable TRANS code, or FDM lower minimum design criteria, whichever is larger*
- If the existing structure is wider than the lower minimum design criteria required, the structure may be replaced at the current width or to a width between minimum and existing.
- Designing to below lower minimum design criteria requires an approved Design Justification (DJ).
- During preliminary design, if the cross section needs to be changed, submit Change Management request.

If the sponsor chooses to build a project outside of Local Bridge Funding Policy design criteria, they do so with an increased local cost share and the designer would need to process the Modernization Design Study Report found in [FDM 11-4 Attachment 10.1](#).

NOTES:

* Please note that Local Bridge Funding Policy is a starting point for project scoping and estimating. At the program cycle application stage, if an exception to the project funding policy is required for engineering reasons, a request to approve the exception should be requested so that the funding is included in the original estimate. If the project design changes based on engineering principles (i.e., hydraulics, crash data, etc.) a Change Management Request for additional funding can be submitted to the Bureau of Transit, Local Roads, Railroads and Harbors (BTLRRH).

** Approval of the Bridge Length Justification Report (BLJR) approves the engineering changes to the approaches, but does not approve additional project funding. Change Management is required to secure additional funding to the project. The Local Bridge Improvement Assistance Program (s84.18(2)(e)) limits eligible funding to the structure and minimum approaches, which are here defined as the shortest lengths necessary to make the bridge serviceable. As a result, an approved BLJR could increase the local cost share.