

To: CRCOG Transportation Committee
From: Roger Krahn, Principal Transportation Engineer
Date: November 6, 2020
Subject: State Funded Local Bridge Program Applications

CTDOT announced in an October 26th Press Release that \$18 Million is available in **State Local Bridge Program** Funding to municipalities. The application period is now open for FY 2021 State grants, and the **application deadline is November 30, 2020**. The program provides for State grants to municipalities for the removal, replacement, reconstruction, or rehabilitation of local bridges. CTDOT notes that previously received applications that were shelved pending this funding window will be considered, and Towns should contact Francisco Fadul P.E, CTDOT Project Engineer (860-594-2078, Francisco.fadul@ct.gov) to inquire if a specific application is on the list.

Please note that applications for FEDERAL Local Bridge Program funding may be submitted at any time.

Detailed information regarding the Local Bridge Program can be found on CTDOT's website:
<https://portal.ct.gov/DOT/Local-Bridge-Program/Local-Bridge-Program>

The website includes detailed information including Application Form, Local Bridge Program Manual, and an Excel spreadsheet showing a preliminary list of eligible bridges ("Eligible Bridge List" revised 5/13/20). This spreadsheet has also been posted with the CRCOG November 16th Transportation Committee meeting documents. Please note that under 20' long span length bridges on this list are included as a preliminary step, and their eligibility for funding will only be finalized through a proper municipality provided inspection report.

The eligible bridge list includes the sufficiency rating, which is a method of rating the quality of a bridge by calculating four separate factors to obtain a numerical value, which is indicative of a bridge's sufficiency to meet the demands placed upon it. In this formula, 55% of the total is based on structural adequacy and safety, 30% on serviceability and functional obsolescence, and 15% on essentiality for public use. A 100% value represents an entirely sufficient bridge, and 0% represents an entirely deficient bridge. The primary use of the sufficiency rating is as a planning tool to prioritize bridge projects for funding, and it is NOT the best indicator of the absolute physical condition of the bridge.