

CONNECTICUT  
DEPARTMENT OF TRANSPORTATION

# LOCAL BRIDGE PROGRAM

FISCAL YEAR 2002



*JOHN G. ROWLAND, GOVERNOR*  
*JAMES F. SULLIVAN, COMMISSIONER*

**About the cover:** This year's cover features Bridge No. 05137, Dish Mill Road over Howell's Brook in the Town of Hartland. This bridge replacement and realignment project was designed by Wengell, McDonnell & Costello, Inc., of Newington, CT, and was constructed by Black & Warner Construction Company, Inc., of Unionville, CT. Construction work began in June 1999, and was completed in April 2000, at a construction cost of approximately \$540,000. Funding was provided by the Federal Highway Administration and the State of Connecticut Local Bridge Program.

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## **INTRODUCTION**

In Connecticut, there are thousands of bridges and culverts on municipally-maintained roads. Construction and maintenance of these often-expensive structures is solely the responsibility of the municipalities. Recognizing the difficulty that municipalities have in meeting this responsibility, in 1984 the General Assembly enacted P.A. 84254 (now known as Sections 13a-175p through 13a-175w of the Connecticut General Statutes) as part of the State's Infrastructure Renewal Program. This program provides for State financial assistance to municipalities for the removal, replacement, reconstruction, rehabilitation or improvement of local bridges. Under this program, a municipality may qualify for a grant ranging from 10% to 33%, and a loan of up to 50%, to cover eligible project costs.

This manual has been created to guide municipalities through the process of developing bridge projects and applying for grants and loans under the Local Bridge Program. Comments or suggestions for its improvement are welcomed.

## **DEFINITIONS**

To aid in understanding some of the terms used in this manual, some definitions are given below. The definitions are based on usage common in the field, but are not intended to be legally governing. In the event that any definition conflicts with a definition given in the Regulations or Statutes, the definition given in the Regulations and/or Statutes shall govern.

**AASHTO:** The American Association of State Highway and Transportation Officials.

**AENGLC:** The adjusted equalized net grand list per capita of a town, prepared as of the immediately preceding January 1 by the State pursuant to Section 10-261 of the General Statutes.

**ADT:** The Average Daily Traffic; the average number of vehicle which pass over a given structure on a typical day.

**Bridge:** A structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic and having an opening measured along the center of the roadway of more than 6 feet between undercopings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes.

**Coding Guide:** The most recent edition of the "Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges", prepared by the Federal Highway Administration. This manual is available from the Federal Highway Administration, Bridge Division HNG-33, 400 7th Street S.W., Washington, DC 20590.

**Commissioner:** The Commissioner of the Department of Transportation, or his authorized representatives.

**Commitment To Fund:** A commitment issued to a municipality by the Commissioner to fund the project costs of an eligible bridge project through a project grant, a project loan, or both, in accordance with Section 5 of the regulations.

**Culvert:** A drainage opening or similar passageway beneath a roadway embankment with no definite distinction between superstructure and substructure, with an interior span length of 6 feet or more. It may also include multiple pps, in which the clear distance between openings is less than half of the smaller contiguous opening, where the overall span is 6 feet or more.

**DEP:** The Connecticut Department of Environmental Protection

**Eligible Bridge:** A bridge or culvert owned and/or maintained by a municipality, which has a condition rating of 4 or less given to any of the components specified in the regulations, or an appraisal rating of 2 or less given to the Structure Evaluation or Waterway Adequacy, and which has not received assistance from the Local Bridge Program within the last 20 years.

**Fiscal Year:** The fiscal year of the State, July 1 to June 30.

**FHWA:** The U. S. Department of Transportation, Federal Highway Administration.

**Functionally Obsolete:** A bridge or culvert with one of the measures of its ability to serve its intended purpose rated as intolerable, requiring high priority of corrective action. A functionally obsolete structure may or may not also be structurally deficient.

**Highway Design Manual:** The Connecticut Highway Design Manual, dated January 1999, published by the Connecticut Department of Transportation.

**Inventory Rating:** The rating, in tons, denoting the safe sustained load capacity of a structure, determined in accordance with the Load Factor Method (Strength Design Method) described in the AASHTO Manual for Condition Evaluation of Bridges.

**Municipality:** Any town, city, borough, consolidated town and city, consolidated town and borough, district, commission, authority or other political subdivision of the State, owning or having responsibility for the maintenance of all or a portion of an eligible bridge.

**Structurally Deficient:** A bridge or culvert with a major structural component rated poor or below.

**Structure Evaluation:** An overall rating of the structure which takes into account all major structural deficiencies, and evaluates a bridge in relation to the level of service it provides, as compared with a new bridge built to current standards. Important factors considered in this appraisal are the inventory rating and the condition ratings of the superstructure and substructure.

**Superstructure:** Bridge structural members above the top of the piers and abutments.

**Substructure:** Structural components which support the superstructure, such as piers, abutments, piles, fenders, footings, etc.

**Waterway Adequacy:** The evaluation of the adequacy of waterway opening with respect to the passage of flow through the bridge. Important factors considered include the backwater depth, the likelihood of overtopping, and the resultant impact on traffic.

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## **ELIGIBILITY**

To qualify for State funding, a bridge must carry a certified public road, be municipally owned and/or maintained, and be structurally deficient according to criteria developed by the Federal Highway Administration in the Coding Guide. To be eligible for Federal funding, the bridge must be municipally owned and/or maintained, be structurally deficient or functionally obsolete, and must also carry a public road classified by Federal guidelines as being either a “local” road or a “minor collector”.

Bridges which have previously received funding under the Local Bridge Program are not eligible for additional funding until at least 20 years after the completion of the earlier project. Projects which construct a new bridge in a new location (not built as a replacement for an existing bridge) are also not eligible.

Many types of projects are eligible for funding. The scope of the project may include reconstruction, rehabilitation, modifications or improvements such as widening, complete replacement, or complete removal, as long as the project corrects the deficiencies which made the bridge eligible for funding. The project may use standard materials such as steel and concrete, traditional material such as timber, or innovative materials such as plastics and aluminum, as long as sound engineering practices are used. Any reasonable structure type may also be used, including timber trusses, if conditions permit.

In general, bridges are considered to be “structurally deficient” if the physical condition of any of the major structural components (deck, superstructure and substructure) are rated as “poor” or below (a numerical rating of 4 or less), or if the appraisal ratings for the structure condition or waterway adequacy are rated as requiring a high priority for replacement (a numerical rating of 2 or less).

Because culverts do not have distinct decks, superstructures and substructures, these components are not rated when evaluating a culvert. Instead, a “culvert rating” is assigned which takes into account the overall condition of the culvert. A culvert is considered structurally deficient if the overall condition of the culvert is rated as “poor” or below (a numerical rating of 4 or less).

A bridge or culvert which is structurally deficient cannot carry full legal loads, and if left unchecked, will continue to decay until it is unsafe for any load.

A bridge is considered “functionally obsolete” if the structural evaluation, deck geometry, under-clearances, approach roadway alignment, or waterway adequacy is rated as “intolerable requiring high priority of corrective action” (a numerical rating of 3 or less). A functionally obsolete structure may (or may not) be able to carry all legal loads, but its configuration impairs its ability to carry traffic or pass high water. A functionally obsolete structure contributes to traffic accidents and/or flooding, representing a liability to the municipality.

Section 13a-175s of the Connecticut General Statutes requires the Commissioner of Transportation to maintain a list of deficient bridges and establish a priority list of eligible bridge

projects for each State fiscal year. The purpose of the prioritized list is to rank the bridges statewide on the basis of need, and to determine which bridges will be funded if not enough funds are available to fund all applications. To accomplish this, each bridge is assigned a “Priority Rating”, using the methods explained in the following sections. In general, the structures in the worst condition will have the lowest Priority Ratings, with the lowest rating being the highest priority for funding, with exceptions possible in emergency situations.

## **A. SUFFICIENCY RATING**

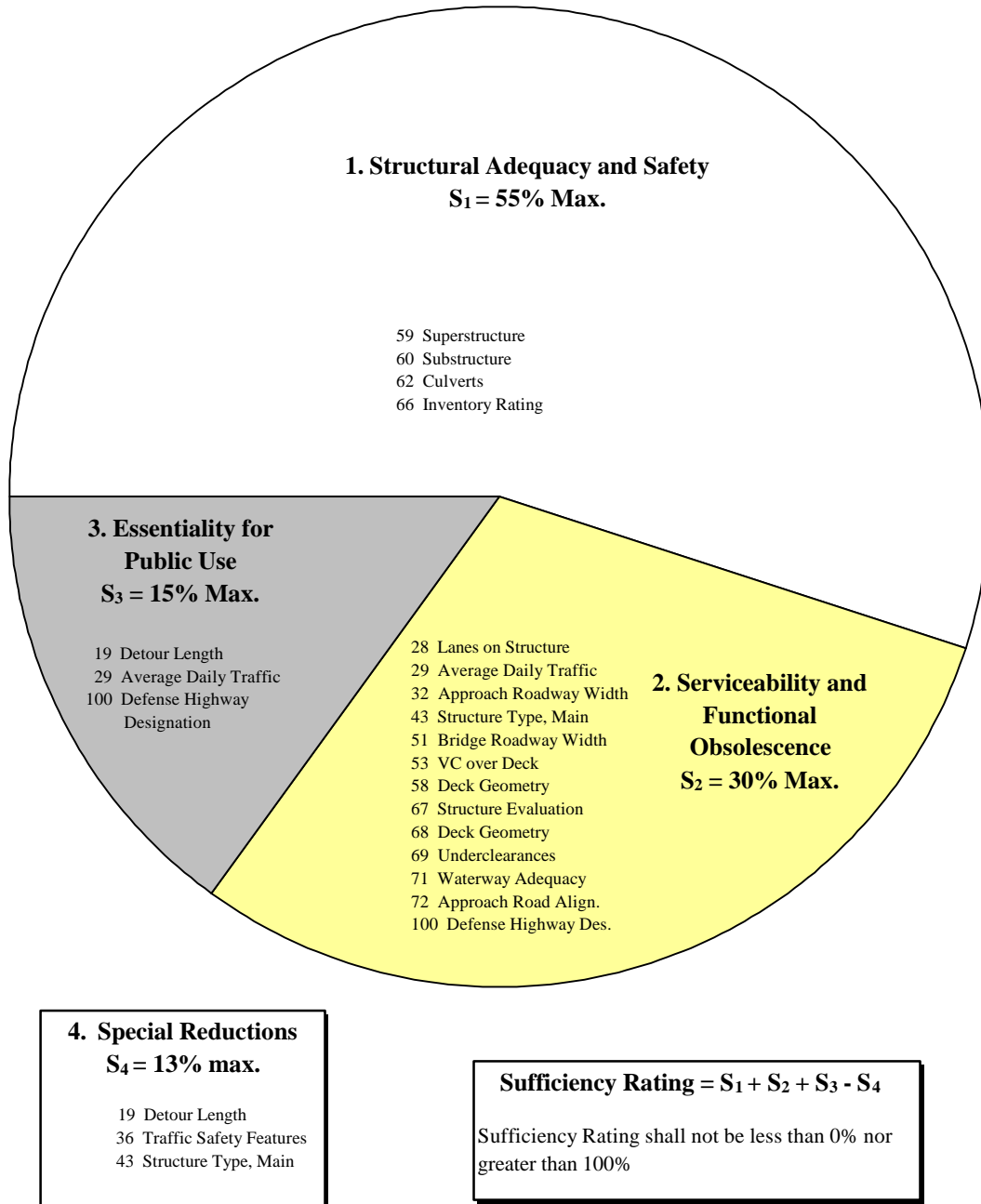
Paramount in the rating process is the sufficiency rating of the bridge. The sufficiency rating formula is a method of rating the structural integrity of a bridge by calculating four separate factors to obtain a numeric value which is indicative of bridge sufficiency. The result of this calculation is a percentage in which 100% would represent an entirely sufficient bridge and 0% would represent an entirely deficient bridge. Condition ratings of the superstructure, substructure (or culvert, if applicable) and the inventory rating (load carrying capacity of the structure), have the most impact in the sufficiency rating calculation.

Serviceability, functional obsolescence, and essentiality for public use are also considered in the sufficiency rating calculation. Loss of accessibility to schools, homes, businesses, etc. due to a load-restricted or closed bridge, constitutes an undue hardship to the public, not to mention the reduction or loss of essential services such as, fire protection, police, and medical services. Also, lengthy detours due to a closed or posted structure present ecological and financial hardship.

All these factors combine to produce the sufficiency rating. The sufficiency rating is based on a formula in which 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 graph depicting the sufficiency rating criteria is shown in Figure 1. For a more complete explanation of how the sufficiency rating is calculated, see Appendix B of the Coding Guide.



**Figure 1. Summary of Sufficiency Rating Factors**



For evaluating the structural components such as decks, superstructures, substructures and culverts, the following numerical condition rating system is used:

<b><u>Code</u></b>	<b><u>Description</u></b>
N	NOT APPLICABLE
9	EXCELLENT
8	VERY GOOD - no problems noted
7	GOOD - some minor problems
6	SATISFACTORY - structural elements show some minor deterioration
5	FAIR - all primary structural elements are sound, but may have minor section loss, cracking, spalling or scour.
4	POOR - advanced section loss, deterioration, spalling or scour.
3	SERIOUS - loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2	CRITICAL - advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
1	IMMINENT FAILURE - major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic, but corrective action may put back in light service.
0	FAILED - out of service - beyond corrective action.

For rating the overall structural evaluation, deck geometry (width), under-clearances, approach roadway alignment, and waterway adequacy, the following rating system is used:

<b><u>Code</u></b>	<b><u>Description</u></b>
N	Not Applicable
9	Superior to present desirable criteria
8	Equal to present desirable criteria
7	Better than present minimum criteria
6	Equal to present minimum criteria
5	Somewhat better than minimum adequacy to tolerate being left in place as is
4	Meets minimum tolerable limits to be left in place as-is
3	Basically intolerable requiring high priority of corrective action
2	Basically intolerable requiring high priority of replacement
1	(this value not used)
0	Bridge closed

## B. PRIORITY RATING

The Priority Rating represents the physical condition of the structure, based upon the sufficiency rating (as discussed above), with additional “weight” given to the ratings of the main structural components and the structure’s load carrying capacity. The following formulas are used, depending upon whether the structure is a bridge or a culvert. These formulas are based on the definition of "physical condition" contained in Section 13a175p of the Connecticut General Statutes and the data for the formulas is taken from the rating reports developed by the bridge inspectors using the Coding Guide.

### 1. For Structures with Abutments and Piers

$$\text{Priority Rating} = \text{S.R.} - 2 [1 - (\text{DC} + \text{SUB} + \text{SUP}) / 27] - 4 [1 - (\text{IR}) / 36]$$

S.R. = Sufficiency Rating

DC = Deck Condition Rating (0-9)

SUB = Condition Rating of Substructure (0-9)

SUP = Condition Rating of Superstructure (0-9)

IR = HS-20 Gross Inventory Rating in Tons (Tractor semi-trailer combinations inventory rating - Max. 36)

Note: The factors of 27 and 36 are the maximum ratings for deck, substructure and superstructure conditions (9 x 3) and the acceptable load limit for a structure (36 tons) respectively.

### 2. For Culverts and Arches

$$\text{Priority Rating} = \text{S.R.} - 2 [1 - (\text{CUL}) / 9] - 4 [1 - (\text{IR}) / 36]$$

CUL = Culvert Condition Rating (0-9)

A preliminary list of eligible bridges with span lengths greater than 20 feet is provided in Appendix 1. This list is updated annually and utilizes the most recent data gathered by the Department of Transportation during the Department’s regular inspections of Town-owned and maintained structures. Bridges which have previously received funding under the Local Bridge Program within the last 20 years are not included on the eligible bridge list, even though they may again be deficient. The chart will indicate if the bridge is eligible for State funding, Federal funding, or both.

A preliminary list of eligible bridges with span lengths less than 20 feet is provided in Appendix 1A. This list was developed from data obtained as a result of Public Act 87584 "Local Bridge Study of Town-Owned Structures Less Than Twenty Feet But Greater Than or Equal to Six Feet In Span Length." This study was completed on April 30, 1992 and a final report was forwarded to the Connecticut General Assembly in June 1993. The Department's inspection of town-owned structures less than 20 feet will not be repeated unless mandated and funded by the Legislature. The Department recognizes that structures which were identified in the original

study to be in fair condition or better will experience continued degradation due to age and use, and may currently be in worse condition than the Department's records indicate. A municipality may use staff professionals or engage a consulting professional engineer to conduct an inspection to provide updated information that may enable a structure to qualify for funding. The inspection report must be developed using the Federal Coding Guide, be signed and sealed by a Connecticut registered professional engineer, and be submitted to the Department of Transportation for review and approval. If the bridge is found to be deficient, it will be added to the list of eligible bridges and a priority rating will be assigned. A bridge inspection report may be submitted for review at any time during the year, but the bridge will not be considered for funding until the inspection report has been reviewed. Bridges with span lengths less than 20 feet are generally **not** eligible for Federal funding.

Before June 30 of each year, the Department will establish a priority list of eligible **bdge** projects for which applications have been submitted. Authorization for funding is determined by the project's ranking on that list, and the extent of the funding available. Projects for which applications were submitted in one fiscal year, but due to program funding limitations were not accepted into the Program, may be resubmitted for funding consideration in a subsequent fiscal year, provided that construction has not yet begun.

### **C. EMERGENCY CONDITIONS**

The legislation permits the Commissioner to **approve** projects without regard to the priority list if a public emergency exists. A public emergency is interpreted to mean a situation in which the physical condition of a bridge requires it to be closed, or its load limit reduced substantially, resulting in the isolation of people or a significant delay in the availability of services to such an extent that the safety of people is jeopardized.

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## **FUNDING**

### **STATE FUNDS**

Two basic types of State financial assistance are available to municipalities for local bridges listed on the eligible bridge lists: grants and loans. Grants are provided based upon the assessment of the town's ability to pay, as measured by the "Adjusted Equalized Net Grand List Per Capita (AENGLC)" method, as compiled by the Connecticut Department of Education. Each town's ranking on that list and the corresponding grant percentages are listed in Appendix 2. Rankings on that list are used to compute a grant percentage for each municipality ranging from 10% to 33% of the total cost of the project. This list is updated annually and grant percentages are adjusted accordingly.

Towns may also apply for a loan covering up to 50% of the eligible project costs from the Local Bridge Revolving Fund. Loans are made at an interest rate of 6% per year, with the interest payable quarterly and the principal payable annually, maturing no later than 10 years from the date that the loan is made. Project loans are made pursuant to a loan agreement and promissory note between the State and the borrowing municipality which specifies the terms of the loan.

Applications for financial aid will be evaluated only for those projects anticipated to be under way during the upcoming fiscal year. Extensions can be granted provided that the municipality demonstrates that it is vigorously pursuing the project.

If the municipality submits all required documentation on schedule, funding for eligible projects is made available at approximately the time of construction contract award. Preliminary studies, engineering and property acquisition costs are eligible, subject to certain restrictions, and are reimbursed retroactively. Under exceptional circumstances, municipalities may apply for an advance grant to fund the preliminary engineering phase of a project. *Construction costs incurred prior to the Commitment to Fund are **not eligible** for reimbursement.*

In the event of multiple municipal involvement in a bridge project, a decision must be made by the governing bodies of each involved municipality as to which municipality will be the lead relative to contact with the Department. The lead municipality will be responsible for overall prosecution of the project, including coordination with other municipalities, meeting all requirements of the Statutes, regulations and the Department's administrative documents. Agreements between municipalities defining concurrence in the selection of the lead municipality must be submitted to the Department at the preliminary application stage. Subsequent agreements defining financial responsibility must be submitted at the supplemental formal application stage. Grants will be made for the project costs using either: (1) each municipality's percentage as determined by formula for the percentage of cost attributable to each municipality; or (2) the grant percentage of the lead municipality. In the event costs are not divided evenly between municipalities, the rationale must be approved by the Department.

The Commissioner may, however, deem the lead municipality to be the only municipality eligible for financial aid, or both, without regard to the ownership or other interests of any other municipality in the eligible bridge. In this case, agreements, grant and loan disbursement certifications and loan payments will be made with and by the lead municipality only.

The Local Bridge Program does not prohibit the use of other State funding sources, such as Town Aid for Roads or Local Capital Improvement Program grants, in conjunction with Local Bridge Program funding. However, any other funding programs being used should be checked to see if they prohibit funding from other sources. In any event, no municipality may receive a grant and/or loan amount which exceeds the allowable percentage of eligible project costs. Since the Local Bridge Program grant is based on the municipality's share of construction costs, participation in other aid programs which pay for 100% of construction costs will render the project ineligible for a grant from the Local Bridge Program for the same project.

## FEDERAL FUNDS

From time to time, ConnDOT has made funding available from the Federal Highway Administration's Highway Bridge Rehabilitation and Replacement Program (HBRR). This program provides reimbursement of up to 80% of eligible project costs, for all phases of a project.

Because Federal funds are involved, additional requirements and procedures come into play. To ensure that municipalities do not run afoul of the Federal regulations, ConnDOT works closely with the municipality during the course of a project. Once a commitment to fund a qualifying municipal bridge project is issued by ConnDOT, the municipality is provided guidance by ConnDOT in developing the contract plans, specifications and estimates. The municipality must stay in close contact with ConnDOT to ensure compliance with all program requirements. Failure to follow these rules may result in the municipality being responsible for all project costs.

It is important to note that this is a reimbursement program. This means that the municipality must be prepared to pay project expenses "up front", and then be reimbursed after the fact. Thus, the municipality should budget enough local funding to cover several months of project costs, which may be considerable during the construction phase.

Other significant differences caused by Federal funding requirements are outlined in the section "Guidelines For Obtaining Funds Under the Local Bridge Program".

For information on other Federal funding programs, please contact your regional planning agency.

## ELIGIBLE COSTS

Program regulations require that only those costs of a bridge project which are determined to be necessary and reasonable are reimbursable. In general, a cost is necessary and reasonable if, in its nature or amount, it does not exceed that which would be incurred by a prudent person in the conduct of a competitive business. In any given project the reasonableness or necessity of certain items of cost may be difficult to determine. In order to avoid a possible subsequent disallowance or dispute based on a cost being found unnecessary or unreasonable, the municipality is encouraged to seek advance approval from the Local Bridge Program Administrator as to the treatment to be accorded such cost.

Examples of items which will ordinarily be considered eligible costs include, by category:

### Preliminary Engineering:

- Engineering studies and inspections undertaken to determine whether a bridge is eligible for the Local Bridge Program;
- Preliminary surveys;
- Preliminary engineering activities, including type studies preparation of project plans, specifications, and cost estimates;

- Preparation of bid documents;
- Preparation of permit applications;
- Soil borings and other subsurface investigations used for design;
- Public hearings and legal notices;
- Historical reviews and archeological studies prior to construction;

Rights-of-Way:

- Property and easement acquisition;
- Property appraisals;
- Title searches;
- Legal fees for eminent domain proceedings;

Utilities:

- Engineering costs related to municipally owned utility relocation;
- Municipally owned utility adjustment and relocation costs;

Construction:

- Construction costs (those payments made to the construction contractor) for work on the bridge, including approach roadway work necessitated by the bridge project, and any extra work required to properly complete the project;
- Where a municipality undertakes a project using its own labor, equipment and material: payroll costs of municipal employees directly working on the project, burden and fringe costs, such as FICA, vacation pay, sick leave pay, and pension contributions, of such employees so long as such costs can be audited; documented costs of materials; costs per hour of an item of equipment so long as such costs can be audited; if such costs cannot be audited then the then current equipment charges published by the Federal Emergency Management Agency.
- Costs generally recognized as reasonable and necessary for the performance of the project taking into account established contracting or construction practices;
- Costs incurred to comply with Federal and State laws and regulations, and contract terms and specifications;

Construction Engineering/Incidentals to Construction:

- Construction inspection;
- Materials testing;
- Construction advertising;
- Construction bid review and analysis;

- Review of shop, construction and working drawings;
- Engineering support and consultation during construction;
- Inspector's field office costs;
- Archeological studies after beginning construction;
- Construction staking and surveying not performed by the construction contractor;
- Other costs generally recognized as reasonable and necessary for the performance of the project to the standards used on ConnDOT projects

Costs which ordinarily will *not* be eligible for local bridge program funding include:

- General municipal administration costs, including the wages or salaries of municipal employees not working directly on the project;
- Overhead costs of a municipality performing construction on its own account;
- Interim or final audits;
- Preliminary engineering (design) and/or construction engineering (inspection) costs in excess of 15% of the construction cost for *each* activity.
- Construction costs incurred prior to the commitment to fund;
- Costs for roadway work not necessitated by the bridge project;
- Expenses for relocation of utilities not owned by a municipality;
- Legal expenses for lawsuits related to the project;
- Premiums for insurance;
- Any costs generally *not* recognized as reasonable and necessary for the performance of the project to the standards used on ConnDOT projects.

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## **PROJECT DEVELOPMENT**

Each year, the Department updates and publishes this program manual and solicits applications for the upcoming fiscal year. The current State Fiscal Year runs from July 1, 2001 to June 30, 2002, and hence is known as Fiscal Year 2002.

The municipality, as the structure's owner, is ultimately responsible for all phases of the project. This may include, but is not limited to, survey studies, preliminary and final design, material testing, utility relocation, rights-of-way activities, permit acquisition, construction work, construction supervision and inspection. If a municipality does not diligently pursue the project,



no progress will be made. For Federally-funded projects, ConnDOT will provide considerable guidance in completing these tasks, and if requested, the Department may perform rights-of-way activities.

These activities may be accomplished either inhouse by municipal staff, or by consulting engineers and contractors solicited for that purpose. When selecting a consultant engineer for a project which is not Federally-funded, the municipality may use its normal procedure for purchasing outside services. When Federal funds are used for a project, a "qualification based" selection procedure must be employed, and the consultant's activities will be governed by the latest edition of the ConnDOT Consulting Engineers Manual. Preliminary engineering (design) and construction engineering (inspection) must not exceed 15% of the construction cost for each activity. Any such costs in excess of 15% of construction costs will not be reimbursable.

Should the municipality opt to accomplish the construction using its own employees (the "force account" method), the current F.E.M.A. (Federal Emergency Management Agency) schedule of rates for rental of equipment will be used. Hourly rates for personnel and the pre-bid prices for materials from the current "Town Aid" schedule will also be allowed. The necessary guidelines for equipment rate charges, material certification and municipal payroll costs will be made available to the municipalities.

## **INITIATION/PRELIMINARY APPLICATION**

A project is initiated by the municipality determining that it desires to repair or replace an eligible bridge. Bridges which are known by ConnDOT to be in poor condition (and thus eligible) are listed in Appendices 1 and 1A; additional bridges may also be considered if the municipality submits an inspection by a licensed engineer revealing them to be in poor condition, and the Department agrees with the results of the inspection report.

The municipality's chief official must assign someone to determine the extent of work needed to return the bridge to an acceptable condition, and to develop preliminary plans and specifications for this work. At the preliminary application stage, cost estimates are generally based on estimates for similar types of work; detailed plans and specifications are not required at this point.

Once preliminary plans and specifications have been developed, the municipality should have a rough idea of the project's scope and cost, and is ready to submit a Preliminary Application. The preliminary application must be submitted by the deadline established by the Commissioner; for State Fiscal Year 2002 the deadline has been extended until May 18, 2001. The preliminary application will be reviewed by the Local Bridge Program Administrator, and if sufficient funding is available, ConnDOT will issue a "Commitment to Fund" around July 1 of the same year. Once a commitment to fund a project is made, subsequent priority revisions will not alter the commitment, and the Department will participate in the applicable portion of all eligible project costs, up to the limit of available funding. Engineering costs incurred prior to the commitment to fund date are reimbursable, but construction costs incurred prior to the

commitment to fund are not. Therefore, construction should not begin until after the commitment to fund is signed.

## **SUPPLEMENTAL APPLICATION**

With the commitment to fund in hand, the municipality is ready to proceed to the final design stage, where the scope and estimated costs will be more accurately defined. As a part of the design process, a public hearing must be held to solicit public input.

As the project develops, the municipality must inform the Department of any major changes in the cost of the project (in excess of 10%), so that the Department can allocate sufficient funding to the project. Failure to notify the Department of increases in the cost of a project may result in the State not participating in any costs beyond the amount of the original Commitment to Fund. Once the final design, rights-of-way acquisition, utility coordination, permits, and public hearing are completed, the municipality is ready to submit the Supplemental Application. The individual responsible for the project's design must be a professional engineer licensed in Connecticut, and must sign and seal the plans and specifications.

Design criteria should be consistent with the Standard Specifications for Highway Bridges of the American Association of State Highway and Transportation Officials (AASHTO), the ConnDOT Bridge Manual, and the ConnDOT Highway Design Manual. The guidelines have considerable flexibility built into them, and also have provisions for deviating from standards when conditions warrant. Additional consideration should be given to remaining fatigue life, hydraulic analysis, and scour susceptibility.

If the municipality deviates from the AASHTO or Highway Design Manual guidelines, it must consider and document all of the factors listed in Public Act 97-214 (see appendix). This documentation should be retained in the project's file, and need not be submitted to the Department unless Federal funds are involved. For projects with Federal funding, the designer will be required to comply with all ConnDOT standards where possible; any deviations from the AASHTO or ConnDOT design guidelines must be approved by the Department. A life expectancy of at least 20 years after construction completion will be required for all projects. HS-20 load capacity must be achieved on the structure, unless a municipality opts for a lesser load limit for a rehabilitation project. In all cases, a minimum load capacity of 12 tons must be obtained. Designs must also consider fatigue on existing structural elements in accordance with the AASHTO Guidelines for Fatigue Evaluation of Bridges. Guide railing of a safe and responsible design will be required at the leading ends to bridges. Consideration should be given to upgrading the bridge railings to current AASHTO standards.

The Supplemental Application must be made on the current form supplied by the Department, and must include the final plans, specifications, detailed cost estimates, public hearing notice and minutes, and the following certifications:

- 1) By a professional engineer licensed in Connecticut that the design conforms to the minimum AASHTO and Highway Design Manual requirements. In accordance

with Public Act 97-214, the municipality has the responsibility for approving any digressions from AASHTO or Highway Design Manual guidelines, for projects funded solely under the State Local Bridge Program.

- 2) By an appraiser that all property values assessed on the project are fair and reasonable. If no property was acquired for the project, a letter to this effect should be submitted.
- 3) By an authorized municipal official that property acquisition is complete or will be complete at the time construction starts.
- 4) By an authorized municipal official that public utility companies are aware of the project and prepared to relocate or adjust facilities as necessary to construct the project, and that estimates for the relocation or adjustment of municipally-owned utilities are realistic for the project need.

On projects which are not Federally funded, the Department requires plans and specifications to be submitted primarily for data collection purposes and for planning inspections, so that the official files maintained on each bridge can be kept up to date. The Department does not routinely review or approve any plans or specifications, except for those project which are Federally funded; that responsibility lies solely with the municipality. The Department may, however, offer comments on the proposed design, as workload permits. The plans should show structural members in sufficient detail to enable load rating calculations to be performed (if structural details are left to a vendor, shop drawings should be submitted as well).

## **AGREEMENTS**

All payments to the municipality by the State must be made in accordance with a formal State/Municipal agreement. This agreement will be a standard form agreement, approved by the Attorney General, which the municipality will not be allowed to add, delete, substitute, or modify any portion of. For Federally funded projects, there will be separate agreements for each phase of the project (design, rights-of-way, construction). For State funded projects, there will generally be only one agreement covering all phases of the project. If the scope of the project changes significantly, a supplemental agreement may be needed.

Upon review and acceptance of the supplemental application, the Department will prepare and forward a State/municipal agreement to the municipality for signatures. The grant and/or loan amounts in the agreement are based on the data submitted as part of the Supplemental Application. Two copies of the agreement will be prepared by the Local Bridge Program office, and forwarded to the municipality along with instructions for signature by the municipal official. Once signed by the municipality, both copies of the agreements, along with attachments, must be returned to the Department to be signed by the State.

When the agreements are fully executed, one copy of the agreement will be returned to the municipality, and a Tax Exempt Proceeds Fund account will be established by Reich & Tang Mutual Funds. A checkbook will be sent to the municipality by Reich & Tang to allow the municipality to withdraw the funds when due. The account will be funded to the value of the

grant (and loan if applicable) when all required documents have been submitted and the project is ready for closing.

Upon receipt of bids, the municipality will certify the bids, select the successful bidder, and submit certified copies of the bids to DOT. In the event that the municipality selects a bidder other than the "low bidder", documentation substantiating the selection must be submitted for approval.

Once all administrative requirements are complete and all required documents have been submitted, the Attorney General's office will be notified that the project is ready for "closing". The closing involves the submission of several documents by the municipality and its attorney for review by the Attorney General's Office. Upon conclusion of the closing, the Attorney General's office will notify the Local Bridge Program Administrator, and the funds in the account will be made available to the municipality. If construction is not yet complete, the funds will be transferred into the Tax Exempt Proceeds Fund account, where the municipality may write checks against the account to cover project costs. If construction has been completed, the municipality may request that the State send a check for the entire grant and/or loan amount directly to the municipal treasurer.

## **PERMITS**

The municipality is responsible for obtaining all permits required by federal, state and local regulatory agencies, including local Inland Wetlands and Watercourses. Any project which impacts a waterway or wetlands will require some type of U.S. Army Corps of Engineers permit, regardless of the funding source. Most Local Bridge Program projects will have impacts small enough that they will be covered under the Category II Connecticut Programmatic General Permit (CT PGP). No separate application is required if a determination is made that a project is covered by the CT PGP, but the determination must be documented in the project records, and the conditions of the permit must be complied with.

Because State funds are involved, Section 25-68d of the Connecticut General Statutes requires that a State Floodplain Management Certificate be obtained from the DEP. The municipality must prepare the application for the Floodplain Management certificate, and forward it to the Local Bridge Program Administrator for signature. The Administrator will then forward the application to DEP. (Applications submitted directly to DEP by the municipality, instead of by the DOT, will be returned by DEP without review.) Permit applications should be sent in early in the project development, in case regulatory agencies require design revisions.

Some projects, especially those involving larger waterways, may also require additional State and Federal permits, such as U.S. Army Corps of Engineers, and U.S. Coast Guard Bridge Permit Application (and/or navigation lighting approval or waiver). Projects impacting tidal, coastal or navigable waters may require permits from the DEP's Office of Long Island Sound Programs. Construction sites disturbing one acre or more will also require a National Pollutant Discharge Elimination System (NPDES) permit under the Federal Clean Water Act.

Following is a list of regulatory approvals which may be required, depending upon the particulars of the project:

- DEP Flood Management Certification.
- Municipal Inland Wetlands and Watercourses Agency Permit Application.
- DEP Tidal Wetlands and/or Structures and Dredging Permit Application.
- DEP Certificate of Permission Application.
- DEP Stream Channel Encroachment Line Permit Application.
- Corps of Engineers Permit Application (typically a Programmatic General Permit concurrence).
- U.S. Coast Guard Bridge Permit Application and/or navigation lighting approval or waiver.
- Department of Health Services Change in Land Use Permit Application.
- DEP Section 401 Water Quality Certificate Application.

## **PROJECT COMPLETION**

Once construction has been completed, the municipality must certify to the Department that the project has been completed, within 90 days of the completion of construction. When available, the municipality should also submit a set of “asbuilt” plans to the Department, to be included in the Bridge Safety unit’s file on each bridge. The asbuilt plans will be used in planning any future inspections of the bridge.

The municipality must obtain an audit of the total cost of the project by a Certified Public Accountant (either a project-specific audit, or as part of the applicable annual municipal audits) and forward the audit to the Department for the purpose of adjusting the final grant and/or loan amounts and closing out the project, with the exception of the pay-back of any loan issued by the State. Failure to provide an audit is an event of default under the project agreement, and may result in the Department requesting the return of the grant and loan, and the municipality becoming ineligible for future financial assistance

The contents of the audit report must be in accordance with government auditing standards issued by the Comptroller General of the United States, and the requirements as outlined in the OMB Circular A-133, “Audits of States, Local Governments, and Non-Profit Organizations” and the State Single Audit Act, as applicable.

If the audit will be performed as part of the municipality’s annual single audit, the auditor should be given notice that the municipality has a Local Bridge Program project. The auditor can then identify and separate out all expenditures directly related to specific bridge projects, in supplementary schedules with program/grant information such as the bridge number and location, account numbers, ConnDOT project number (if any), project phase (design, construction, etc.), and expenditures broken down by phase. A sample supplemental schedule will be attached to the

Project Agreement. The sum of project expenditures should agree, in total, to the program/grant expenditures as shown in the annual audit report. Any costs which are not supported by the audit report and supplemental schedules will not be eligible for reimbursement.

The municipality must retain all records for at least seven years after issuance of the project's certification of acceptance, or three years after receipt of the final payment, whichever is later, provided there is no pending litigation. These records include the contract, contractor's monthly and final estimates and invoices, construction orders, correspondence, field books, computations, contractor's payrolls, EEO/AA records/reports, and any other project related records. **The audited Municipality must obtain written approval from the Connecticut Department of Transportation prior to destruction of any records and/or documents pertinent to the project.**

Upon review by the Department's audit staff, the municipality will be notified by letter of its eligibility for additional grant and/or loan funds, or that reimbursement is due the State. The Department will also take actions necessary to close out the Tax-Exempt Proceeds Fund account established for the project.

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## **GUIDELINES FOR OBTAINING FUNDS UNDER THE LOCAL BRIDGE PROGRAM**

The following guidelines outline, in typical order, those steps that municipalities must follow to obtain funding under the Local Bridge Program. These guidelines are general, and are intended only to give an overview of the process. Additional guidance will be given to the municipality by ConnDOT as the project progresses. Please see Section 18 for additional procedures which must be followed when a bridge is owned or maintained currently by more than one municipality.

ALL APPLYING MUNICIPALITIES SHOULD REVIEW THESE PROCEDURES WITH THEIR MUNICIPAL ATTORNEYS AND BOND COUNSEL, WHEN APPROPRIATE, IN ORDER TO PLAN FOR THEIR LOCAL BRIDGE PROJECTS. NOTE THAT A PARTICIPATING MUNICIPALITY MUST APPROPRIATE MONIES FOR THE FULL AMOUNT OF LOCAL BRIDGE PROJECT. WHEN A LOCAL BRIDGE PROJECT IS TO BE FINANCED BY BORROWING, THE MUNICIPALITY MUST AUTHORIZE BONDS FOR EITHER OR BOTH OF THE FOLLOWING AS APPLICABLE: (i) THE PORTION OF TOTAL PROJECT COSTS TO BE FINANCED BY A LOAN UNDER THE LOCAL BRIDGE PROGRAM; (ii) MUNICIPALITY'S SHARE OF THE TOTAL COSTS.

## PROCEDURES FOR STATE FUNDED PROJECTS

1. Municipality submits a Preliminary Application (see Appendix 5) by the deadline to receive a Commitment to Fund by July 1 of the same year. If the deadline has been extended, as it usually is, the new deadline will be noted in the cover letter transmitting this manual.
2. ConnDOT reviews the preliminary application. If accepted, the State issues a Commitment to Fund to the municipality on or about July 1. If rejected, the municipality may reapply in any future fiscal year.
3. Municipal official signs and returns the Commitment to Fund letter to the State. Once the Commitment to Fund has been issued, the project may proceed with construction as soon as it is ready.
4. Municipal legislative body sets date for public hearing on bridge project. Municipality publishes a legal notice NOT LESS THAN 5 DAYS in advance of the public hearing in a newspaper of general circulation. Legislative body holds public hearing.
5. Municipality submits Supplemental Application (a Supplemental Application form will be included with the Commitment to Fund letter, and is also available on ConnDOT's Web Site) within 270 days of the Commitment to Fund letter, along with the following:
  - (a) Final plans (2 copies) and specifications certified by a Connecticut Professional Engineer, including any design exceptions;
  - (b) Final estimates;
  - (c) Proposed project schedule;
  - (d) Municipal certifications as to:
    - (i) Completion of property acquisition;
    - (ii) Ownership of or responsibility for bridge;
    - (iii) Coordination for relocation of public utilities;
  - (e) Appraiser's certificate as to property acquired, if applicable;
  - (f) Amount of grant and/or loan requested;
6. ConnDOT reviews supplemental application package. If complete, ConnDOT prepares and delivers two copies of a Project Agreement to the municipality.
7. Municipal legislative body votes to approve Local Bridge Project and to authorize the financing in accordance with statutory and charter requirements for issuance of its indebtedness as follows:
  - (a) Authorizes municipal official to execute project agreement;
  - (b) Appropriates funds to meet total estimated cost of bridge project;
  - (c) Authorizes bonds, including project loan general obligation promissory note, if necessary.

8. Authorized Municipal official executes (signs and seals) and returns two copies of the Project Agreement (with attachments) together with the following to the State:
  - (a) Newspaper affidavit of publication of notice of public hearing;
  - (b) Certified minutes of public hearing;
  - (c) Certified copies of authorizing proceedings.
9. ConnDOT reviews agreement package and authorizing proceedings. State then executes and returns one copy of Project Loan and/or Grant Agreement. State's obligation to make loan and/or grant terminates 180 days from the date of the Project Agreement if the loan or grant is not funded by that date, unless otherwise extended by the Commissioner.
10. Upon receipt of all bids, the Municipality must submit the following to the State:
  - (a) Certified copies of all contractor's bids, including written justification for awarding the construction contract to any bidder other than the lowest bidder;
  - (b) Evidence that the Municipality and the contractor have entered into a legally binding construction contract.
  - (c) Evidence that the Municipality has funds available to pay its share of the total project costs;
  - (d) An inquiry as to whether or not the State has funds available to finance, in part, any increase in cost should the total project cost exceed the total project cost stated in the Supplemental Application.
11. Once all the above requirements have been met, ConnDOT notifies the municipality that the file is ready for closing, and instructs the municipality to have their legal counsel complete and return the closing documents.
12. Counsel to the municipality prepares the following according to forms provided as exhibits to Project Loan and Grant Agreement or Project Grant Agreement, as of the closing date, and returns them to the Local Bridge Program Administrator:
  - (a) For loan and grant (to be prepared by bond counsel):
    - (i) Opinion of nationally recognized bond counsel;
    - (ii) General Obligation Promissory Note;
    - (iii) Signature and no litigation certificate and incumbency certificate with bank's certification;
    - (iv) Receipt for proceeds;
  - (b) For grant only:
    - (i) Opinion of municipal attorney;
    - (ii) Signature and no litigation certificate and incumbency certificate;
13. Upon satisfaction of above items, the Assistant Attorney General closes the loan and/or grant. Upon completion of the closing, the funds are released to municipality. If construction is not complete, the funds will be transferred into the TEPF account



established for the project, the municipality may write checks against this account. If construction work is complete, the municipality may request that a check for the full amount due be sent directly to it.

14. At the close of every fiscal year during which expenditures were made on the project the municipality forwards a copy of its annual single audit, along with supplemental schedules, to ConnDOT.
15. Within 90 days of the completion of construction, the municipality certifies to ConnDOT that the project has been completed. As soon as it is available, the municipality forwards an audit of the project to ConnDOT to adjust the grant and/or loan amounts.
16. As soon as possible after construction is complete, the municipality (or its Engineer) submits as-built plans to the Local Bridge Program Administrator.
17. ConnDOT reviews the project audit, and notifies the municipality of the findings. If the project costs exceed those in the original agreement, the municipality may request a supplemental grant and/or loan. If the project costs are less than those in the original agreement, the Department will invoice the municipality for the balance due.
18. For any bridge owned or maintained by more than one municipality, the following additional procedures govern funding under the Local Bridge Program:
  - (a) One municipality (the "lead" or "managing" municipality) may assume responsibility under the Local Bridge Program for maintenance of the entire bridge under an interlocal agreement approved by its legislative body entered into with another municipality whose legislative body must also approve such agreement. Upon entering into such interlocal agreement, the lead municipality may file a preliminary application for the total project costs, may borrow up to 50% of the total project costs, and may be awarded a grant based upon its grant percentage as applied to such total project costs;
  - (b) In the absence of an interlocal agreement allocating responsibility for maintenance, each municipality may apply for a loan for 25% (50% of 50%) of the total project costs and for a grant based upon its grant percentage applied to 50% of the total project costs;
  - (c) Under either of the above scenarios, evidence that each municipality is legally bound to complete its respective portion of the project must be delivered to the State before funds may be disbursed.

## **PROCEDURES FOR FEDERALLY FUNDED PROJECTS**

1. Municipality submits a Preliminary Application (see attachment) to the State by the deadline to receive a Commitment to Fund by July 1 of the same year. The deadline for State Fiscal Year 2002 is May 18, 2001.

2. ConnDOT reviews the Preliminary Application. If accepted, the State issues a Commitment to Fund to the municipality on or about July 1. If rejected, the municipality may reapply in any future fiscal year.
3. Municipal official signs and returns the Commitment to Fund letter to the State.
4. Following acceptance of a project, a concept meeting is scheduled between representatives of ConnDOT and the municipality to review the program requirements and to discuss the steps required to move forward with the project following Federal and State guidelines. At this point, the municipality should begin to inform the public of the project by publishing a press release, and by sending notification letters to abutting property owners and other interested parties.
5. An agreement between ConnDOT and the municipality for the design phase of the project is prepared and forwarded to the municipality for signature.
6. Municipal legislative body votes to approve Local Bridge Project and to authorize the financing in accordance with statutory and charter requirements for issuance of its indebtedness as follows:
  - (a) Authorizes municipal official to execute project agreement;
  - (b) Appropriates funds to meet total estimated cost of bridge project;
7. Authorized Municipal official executes (signs and seals) and returns two copies of the Project Agreement (with attachments) together with the resolution authorizing the appropriate municipal official to execute the agreement, and certified copies of authorizing proceedings to the State.
8. The following pre-design activities are initiated by ConnDOT:
  - a. Environmental Review
  - b. State Historic Preservation Office (SHPO) Review
  - c. Natural Resources Review
  - d. Preliminary Fisheries Review and coordination
  - e. Hazardous/Contaminated Materials Screening
9. After the concept meeting, the municipality initiates the selection of a designer. Municipalities may undertake the design phase themselves if they have appropriate staff, or may hire a consulting engineer. If a consultant is to be engaged, the selection process is started by publishing a legal advertisement to solicit letters of interest ("RFQ") to perform the design work from engineering firms. The RFQ must be published in at least one (1) newspaper having substantial circulation within Connecticut, and 1 professional trade journal. The deadline for submitting RFQs must be at least 1 month after the date of publication.
10. The municipality forms a consultant engineer selection committee consisting of a minimum of five (5) people, of whom one is the first elected official and one is an engineer. Based

upon the responses to the RFQ, five (5) consultant firms are “short-listed”, and notices are sent to the short-listed firms to set up interviews.

11. During the consultant interview process, each member of the selection committee fills out a rating sheet for each consultant interviewed. The committee chairman fills out a summary sheet tabulating all of the ratings and indicates the recommended consultant based upon the highest score.
12. The Municipality submits copies of all the rating sheets, including the summary, along with a recommendation for the consultant chosen to ConnDOT for approval. If a municipality selects a consultant other than the top-ranked one, a written explanation will be required.
13. After ConnDOT approves the selection of the consultant, an assignment meeting between representatives of the municipality, the selected consultant, and ConnDOT is scheduled. The purpose of the assignment meeting is to discuss the project issues and to establish the required scope of services to be provided by the consultant. The consultant is notified to submit information to ConnDOT to review and establish a current audited BF&O rate.
14. Following the assignment meeting, the consultant prepares a detailed narrative work scope. Once the work scope is agreed to by the Municipality, the consultant, and ConnDOT, the consultant prepares a fee proposal for submission to the municipality. A certified payroll list is submitted to the municipality and ConnDOT for use in calculating the lump sum fee. At the municipality's request, ConnDOT will prepare an independent man-hour counterproposal estimate for use by the municipality as a guide during negotiations.
15. Upon completion of negotiations, the municipality forwards a request for approval of the negotiated lump sum fee to ConnDOT. If the fee is acceptable, ConnDOT will send an approval letter.
16. A draft agreement between the municipality and the consultant is prepared by ConnDOT and is forwarded to the parties for signature. Four (4) copies of the fully executed agreement are forwarded to ConnDOT for distribution, along with a copy of the Notice to Proceed issued by the municipality to the consultant.
17. When the preliminary design (30%) is complete, the municipality forwards a set of preliminary plans, specifications, and cost estimates to ConnDOT, and schedules a public hearing to solicit comments from the public on the design. The designer must consider these comments during final design.
18. If any property impacts are identified during the preliminary design stage, Right-of-Way acquisition must begin early. If the municipality prefers that ConnDOT acquire the rights of way, an additional State/municipal agreement will be required.
19. Municipality requests permission from ConnDOT to proceed to final design.

20. The municipality (or its consultant engineer) forwards plans to ConnDOT at the semifinal (70%) and final (90%) design stages for review and comment.
21. When final design is complete, the municipality (or its Consultant Engineer) forwards to ConnDOT the following for review:
  - One set of completed plans, including utility relocation plan, if applicable.
  - One set of special provisions.
  - One copy of Engineer's Construction Cost Estimate, separating federal and state participating contract pay items from the non-participating contract pay items.
22. ConnDOT reviews the above submittals, and if acceptable, authorizes the construction phase based on availability of funds. The following prerequisites must be completed before construction funds are committed:
  - a. ConnDOT Office of Rights-of-Way issues a Rights-of-Way Certificate when required.
  - b. ConnDOT certifies that all Federal, State, and Local Permits have been acquired.
  - c. ConnDOT prepares PS & E Approval memorandum which initiates the requests for FHWA authorization to advertise.
  - d. ConnDOT requests FHWA authorization to advertise.
  - e. FHWA authorizes advertising of project.
  - f. Municipality notified to advertise in writing by ConnDOT.
23. Final Preparation for Advertising:
  - a. ConnDOT meets with the Municipality and/or its Consultant Engineer to forward the following documents and to discuss the requirements for advertising, bidding and award of the project:
    1. Complete contract special provisions (originals).
    2. Original Mylar construction plans.
    3. Reduced scale prints of any standard drawings referenced on the plans.
    4. Complete schedule of Prices for inclusion with Bid Proposal Documents and reduced versions for inclusions with Notice to Contractors.
    5. Design Report
    6. Engineer's Final Estimate (CONFIDENTIAL)
    7. Calendar Days Chart
  - b. Municipality (or its Consultant Engineer) requests State Wage Schedules from State Labor department. Request must be made no sooner than 20 days nor later than 10 days prior to the advertising date. State Wage Schedules are included at the back of the contract special provisions. Note: Federal Wage Schedules are amended frequently and federal regulations require the latest version to be used.

- c. Municipality (or its Consultant Engineer) prepares the following:
  1. Legal Notice.
  2. Notice to Contractors.
  3. Bid Proposal Documents.
24. Municipality forwards to the ConnDOT copies of the resumes of (a) the municipal personnel administrating the construction contracts, and (b) the consultant inspection personnel for approval by the ConnDOT Office of Construction.
25. Municipality publishes legal notices advertising the project in at least two newspapers having a substantial circulation in the prject area, and notifies ConnDOT of scheduled bid opening (date, time and place). A 28-day minimum advertising period is required. The Disadvantaged Business Enterprises (DBE) set-aside percentage shall be included in the legal notices.
26. Municipality issues Bid Proposal documents to any prospective bidder for the projects who submits a written request. Municipality maintains a log of all contractors who have been issued Bid Proposal documents and/or plans and specifications.
27. Any addenda to the project must be submitted to ConnDOT for approval prior to being issued. Municipality issues any addenda to the project no later than ten (10) calendar days preceding the scheduled bid opening date to all prospective bidders who have Bid Proposal documents. Addenda must be sent via Certified Mail or by FAX with an acknowledgement of receipt. Note: Addenda must be issued to incorporate amendments to the Federal Wage Schedules which are published in the Federal Register 10 days prior to the opening of bids.
28. Municipality publicly opens and announces bids.
29. Municipality forwards pre-Award documents to the apparent low bidder. Copies of the completed pre-Award documents shall be sent by the Municipality to ConnDOT.
30. Municipality audits all bids computaions and forwards the following to ConnDOT:
  - a. Certified copies of all bids received and a Statement of correctness of bids.
  - b. Detailed bid breakdown by items of the lowest three bids with the names of the bidders.
  - c. List of all bidders with the names of bidders and total bid amounts.
  - d. A bid analysis and a justification for accepting (or rejecting) the low bid if the lowest responsible bid is less than 20 percent under or more that 10 percent over the Engineer's Construction Estimate.
  - e. Statement of low Bidder's Qualifications.
  - f. Statement that the affirmative action and disadvantaged business enterprise aspects of the contract have been complied with.

- g. Statement that the low bidder is a firm registered with the Secretary of State.
  - h. Recommendation to accept (or reject) the low bid.
  - i. Copies of the transmittal letters for all of the above documents shall be sent to ConnDOT.
31. ConnDOT reviews documents submitted per above items. ConnDOT also obtains final funding approval.
32. Municipality authorized to award Contract per letter from ConnDOT.
33. Municipality prepares Contract documents, awards and executes contract, and arranges with ConnDOT for the time, place, and date of the pre-construction meeting. Municipality notifies contractor to provide copy of Builder's Risk Insurance certificate at the pre-construction meeting.

The following parties are to be notified to attend the pre-construction meeting:

- Representative(s) of the Municipality, including a traffic official.
- Representative(s) of the consultant designer.
- Representative(s) of the consultant inspector.
- Representative of the Local Bridge Program (Tel. 860/594-3389)
- Representative(s) from the appropriate ConnDOT District construction office.
- Representative(s) from all affected utility companies (if applicable).
- Representatives of any affected railroads (if applicable).
- Representative of ConnDOT Laboratory (Tel. 860/258-0321)
- Representative of the State Labor Department (Tel. 860/240-4288)

34. Municipality submits to ConnDOT:
- Two copies of the letter awarding the Contract.
  - Five conformed copies of Contract.
  - Notice of pre-constructing meeting.
35. Pre-Construction meeting is held, and contractor is ordered to proceed by the municipality.
36. Construction begins. Municipality pays contractor's invoices and requests reimbursement from ConnDOT's Office of Construction District office.

*Notes: Field changes, contract time extensions, change in liquidated damages or other actions which will change the project cost or duration must receive advance approval in writing from the ConnDOT District Construction Office. Significant changes in the project will require a supplemental agreement.*

37. Periodically throughout the project, ConnDOT personnel will visit the project to review the project's progress, and monitor compliance with record-keeping procedures.

38. When it appears that the construction work is substantially complete, the municipality or its consultant must arrange a semi-final inspection to determine if any additional work is needed to satisfactorily complete the project. ConnDOT representatives must be invited to participate in the semi-final inspection.
39. Upon completion of the work identified in the semi-final inspection, the municipality schedules a final inspection. ConnDOT representatives must be invited to participate in the final inspection. As-built drawings should be completed, or nearly so, by the time of the final inspection.
40. ConnDOT audits the project, adjusts accounts, and notifies the municipality of the findings.

### **INSTRUCTIONS FOR COMPLETING THE PRELIMINARY APPLICATION**

Completing the Preliminary Application (see attachment) is the first step in the application process. Because there are specific legal requirements that must be met, application must be made using the attached form, or a photocopy of the form. Other forms are not acceptable, and may delay processing of the application. It must contain the following information:

**Town/City/Borough of:** Name of the municipality responsible for the bridge project.

**Bridge Location:** The name of the road that the structure carries and the feature (road, river, etc.) that the bridge crosses.

**Bridge Number:** The 5 or 6 digit number assigned to the structure by ConnDOT's Bridge Safety unit.

**Length of Span:** The clear span between abutment faces or culvert sides, measured along the centerline of the road that the bridge carries.

**Sufficiency Rating:** The sufficiency rating taken from the most recent bridge inspection report.

**Priority Rating:** The priority rating can be found on the list of eligible bridges in the appendices, or can be computed from the inspection report using the formula found in Section 2 of the Program Regulations.

**Evaluation & Rating Data Accomplished by State Forces:** Check *Yes* if the rating data shown and the description of existing conditions given was performed by ConnDOT.

**Evaluation & Rating Data Accomplished by Others:** Check *Yes* if the rating data shown and the description of existing conditions given was performed by someone other than ConnDOT, such as the Town Engineer or a consulting engineer. If the rating is based on an inspection by someone other than ConnDOT, a copy of the inspection report must be included.

**If Others, Name of Professional Engineer:** The name of the Connecticut-Licensed Professional Engineer who actually evaluated the bridge, if the evaluation was not done by ConnDOT.

**Connecticut Professional Engineers License Number:** The license number of the Professional Engineer who actually evaluated the bridge, if the evaluation was not done by ConnDOT.

**Engineer's Address:** The address of the Connecticut-Licensed Professional Engineer who actually evaluated the bridge, if the evaluation was not done by ConnDOT.

**Description of Existing Condition of Structure:** Attach a description of the current condition of the bridge. This should generally include the latest inspection report.

**Description of Scope of Project:** Attach a description of the proposed work to be done. At this point in the project, which may be before detailed engineering is performed, only rough estimates may be available. If available, preliminary plans (2 copies), specifications, quantity estimates and hydraulic data should be included.

**Name of Municipal Official to Contact:** The name of the municipal official who will be responsible for administering the project, and who can be contacted if any questions arise. Copies of all correspondence will be sent to this person.

**Mailing Address:** The mailing address for the municipal official who will be the official contact. This will be the address where all agreements and legal notices are sent.

**Telephone Number:** The telephone number with area code, for the listed municipal official.

**FAX Number:** The facsimile telephone number with area code, for the listed municipal official.

**E-mail:** The e-mail address for the municipal official who will be handling administration of the project. E-mail will only be used for informal, "unofficial" contacts. All formal notices will be sent by U.S. mail.

### **Preliminary Cost Figures:**

**Preliminary Engineering Fees:** The estimated cost of designing the project; include a breakdown of fees. This cost cannot exceed an amount equal to 15% of the Estimated Construction Costs.

**Rights-of-Way Cost:** The estimated cost of acquiring any property, easements, rights, etc. needed to construct the project.

**Municipally-Owned Utility Relocation:** The cost of relocating any utilities owned by a municipality. Costs are eligible for reimbursement if the utilities are owned by any municipality in the State, including regional authorities. Privately owned utilities (such as CL&P, SNET, Yankee Gas, etc.) are not eligible.

**Estimated Construction Costs:** The engineer's estimate of construction costs, based upon the preliminary plans and specifications. A detailed estimate with estimated quantities and unit prices should be attached, if available.

**Construction Engineering:** The estimated cost of engineering and related services needed during construction, such as construction inspection, materials testing, review of shop drawings, etc. This amount may not exceed an amount equal to 15% of the Estimated Construction Costs.



**Contingencies:** The amount to be set aside for unforeseen problems and extra work. This amount cannot exceed an amount equal to 10% of the Estimated Construction Costs.

**Total Estimated Project Cost:** The grand total of all above eligible costs.

### **Financial Aid Data:**

**Project Reimbursement Request:** This is the Total Estimated Project Cost, from the bottom of page #1 of the Preliminary Application, multiplied by 0.8 (80%). Please note that only a limited number of bridges will qualify for Federal funding; qualifying bridges will have a “Y” in the “Federal Eligible” column of Appendix 1. This should remain blank if a State grant is being requested.

**Allowable Grant Percentage:** The grant percentage that the municipality is eligible for. This percentage can be found in Appendix 2. This grant percentage will remain fixed for the life of the project, regardless of changes in future fiscal years. This should remain blank if Federal Reimbursement is being requested.

**Project Grant Request:** The dollar amount of the grant request. This amount is the Total Project Cost multiplied by the Grant Percentage.

**Project Loan Request:** The amount of the loan that is being requested, if any. The maximum amount that may be requested is an amount equal to 50% of total project costs, (6% interest, 10-year life, payable quarterly).

### **Schedule:**

**Public Hearing Held:** The date that a public meeting is planned to inform the public of the project. This does not have to be a “formal” hearing, as long as the public is provided an opportunity to comment on the project.

**Design Completion:** The date that all final plans, specifications and estimates will be completed.

**Property Acquisition Completion:** The date that all Rights-of-Way activities will be completed.

**Utilities Coordination Completion:** The anticipated date that all arrangements with utility companies will be completed.

**Advertising:** The anticipated date that the invitation for construction bids will be made.

**Supplemental Application Submission:** The anticipated date that the supplemental application and all of its support documentation will be submitted. This date can be any time after the final design is complete. Please note that this date must be within 270 days of the Commitment to Fund date. This item does not apply to Federally-funded projects.

**Start of Construction:** The date that construction is anticipated to begin.

**Completion of Construction:** The date that construction is anticipated to be completed.

**Signature:** The Application must be signed by the Chief Executive of the municipality, unless another municipal official has been authorized by the municipality’s legislative body. If the

application is submitted by someone other than the chief executive, proof of authorization must be submitted along with the application.

**APPENDIX 1 - ELIGIBLE BRIDGES OVER 20 FEET**

Bridge No	Town	Feature Carried	Feature Crossed	Deck	Superstructure	Substructure	Channel	Culvert	Structural Eval	Deck Geometry	Waterway	Approach	Sufficiency Rating	Priority Rating	State Eligible	Federal Eligible
05516	Ansonia	Jewett Street	Beaver Brook	4	4	5	5	N	4	2	6	7	45.26	43.45	Y	N
04585	Ashford	Westford Hill Road	Mount Hope River	5	5	4	6	N	4	4	8	8	56.46	55.50	Y	Y
04181	Bethel	Walnut Hill Road	Limekiln Brook	5	4	4	4	N	3	2	6	6	34.66	32.07	Y	N
05169	Bethlehem	Wood Creek Road	Weekeepemee River	6	6	5	6	N	5	4	8	8	69.43	69.13	N	Y
05170	Bethlehem	Falls Road	Nonnewaug Brook	N	N	N	4	2	2	N	4	6	28.63	23.52	Y	Y
05956	Bethlehem	Magnolia Hill Road	East Spring Brook	5	5	7	6	N	5	4	7	6	72.94	72.20	N	Y
06121	Bethlehem	Nonnewaug Road	East Spring Brook	7	7	7	6	N	7	3	8	6	77.14	76.47	N	Y
05611	Bolton	Shoddy Mill Road	Burnap Brook	7	7	6	6	N	6	2	8	8	78.21	77.47	N	Y
04587	Bozrah	Bishop Road	Pearsons Brook	3	3	4	5	N	5	3	4	3	12.76	9.95	Y	Y
04848	Branford	School Ground Road	Notch Hill Brook	5	5	7	7	N	5	3	7	7	60.72	59.20	N	Y
04227	Bridgeport	Island Brook Avenue	Pequonnock River	4	5	6	6	N	5	4	7	6	82.74	81.85	Y	N
06127	Bridgewater	Hemlock Road	Clapboard Oak Brook	N	N	N	6	5	5	3	8	8	66.98	66.09	N	Y
06128	Bridgewater	Wewaka Brook Road	Wewaka Brook	7	6	5	6	N	5	3	9	8	66.14	65.25	N	Y
05916	Burlington	Vineyard Road	Burlington Brook	4	5	6	6	N	5	4	7	7	65.65	65.43	Y	Y
05498	Canaan	Dublin Road	Northeast Utility Canal	6	6	6	8	N	3	7	8	5	32.20	27.87	N	Y
04424	Canterbury	Miller-Goodwin Connector	Little River	7	6	7	7	N	6	4	6	3	65.40	63.55	N	Y
04599	Canterbury	Gooseneck Hill Road	Cory Brook	7	4	5	6	N	4	4	6	7	57.67	56.86	Y	Y
04600	Canterbury	Woodchuck Hill Road	Little River	6	6	7	7	N	6	3	6	3	69.45	68.19	N	Y
06193	Canterbury	Elmdale Road	Kitt Brook	N	N	N	7	5	5	N	7	7	75.70	74.59	N	Y
04608	Chester	Wig Hill Road	Pattaconk Brook	7	7	4	7	N	5	3	7	6	60.95	59.84	Y	Y
04609	Clinton	Pleasant Valley Road	Menunketesuck River	6	6	6	6	N	6	3	7	6	76.97	76.08	N	Y
06296	Clinton	Waterside Lane	Hammock River	7	7	7	7	N	7	2	8	8	57.22	55.55	N	Y
05140	Colebrook	Sandy Brook Road	Sandy Brook	6	6	5	7	N	6	4	5	3	67.04	66.52	N	Y
05144	Colebrook	Wolfords Hill Road	Sandy Brook	7	3	6	7	N	4	3	5	6	36.73	35.25	Y	Y
05147	Colebrook	Bunnel Street	Loon Brook	6	7	7	7	N	6	3	7	7	77.13	76.39	N	Y
04464	Coventry	Flanders River Rd	Hop River	6	6	6	5	N	3	4	8	8	38.83	35.05	N	Y
04621	Coventry	Pucker Street	Hop River	7	7	7	5	N	7	2	8	5	78.83	78.39	N	Y
04624	Coventry	Parker Bridge Road	Hop River	3	5	7	5	N	5	4	8	8	62.34	61.12	Y	Y
04630	Coventry	Brigham Road	Willimantic River	4	7	7	6	N	7	5	8	7	92.99	92.88	Y	N
04631	Coventry	Merrow Road	Willimantic River	4	7	7	6	N	7	4	8	7	81.95	82.17	Y	N
04175	Danbury	Rose Hill Avenue	Still River	4	4	5	5	N	4	4	6	8	64.34	63.30	Y	N
05094	Danbury	Kenosia Avenue	Mill Plain Swamp	5	6	6	7	N	5	2	6	8	71.34	71.27	N	Y
05103	Danbury	Eagle Road	Still River	6	6	5	6	N	5	2	8	8	64.91	65.84	N	Y
04995	Darien	Old Tokeneke Road	Five Mile River	3	3	1	4	N	0	0	9	9	18.42	12.94	Y	Y
04636	Deep River	Village Street	Deep River	5	5	6	6	N	5	2	7	8	40.16	36.90	N	Y
04637	Deep River	Union Street	Deep River	6	6	6	5	N	6	2	7	8	75.92	74.59	N	Y
04447	East Granby	Floydville Road	Salmon Brook	7	4	4	6	N	4	5	7	7	64.17	65.06	Y	Y
04881	East Haven	Maple Street	Farm River	5	5	7	7	N	5	2	7	7	64.93	63.97	N	Y
05220	Easton	Silver Hill Road	Aspetuck River	5	5	7	6	N	5	2	9	3	67.66	66.47	N	Y
04501	East Windsor	Wapping Road	Ketch Brook	6	6	4	7	N	4	6	7	5	66.75	71.82	Y	N

## APPENDIX 1 - ELIGIBLE LOCAL BRIDGES OVER 20 FEET

Bridge No	Town	Feature Carried	Feature Crossed	Deck	Superstructure	Substructure	Channel	Culvert	Structural Eval	Deck Geometry	Waterway	Approach	Sufficiency Rating	Priority Rating	State Eligible	Federal Eligible
04503	Ellington	Windermere Avenue	Marsh Brook	2	4	3	4	N	3	2	6	3	63.05	64.72	Y	N
04504	Ellington	Lower Butcher Road	Hockanum River	7	3	3	6	N	3	4	7	8	29.69	28.10	Y	N
03697	Fairfield	Brookside Drive	Mill River	6	5	5	5	N	2	4	8	8	30.62	26.69	Y	N
04196	Fairfield	Congress Street #2	Mill River	6	5	4	4	N	4	3	8	8	51.05	51.27	Y	N
04201	Fairfield	Cornell Street	Rooster River	4	5	5	4	N	5	4	8	8	66.34	65.38	Y	N
04204	Fairfield	Mill Plain Road	Mill River (S.Bridge)	5	4	5	5	N	4	2	6	8	43.99	42.03	Y	N
04952	Fairfield	Sturges Road	Mill River	3	6	7	7	N	5	4	8	8	73.82	72.78	Y	N
04953	Fairfield	Duck Farm Road	Mill River	5	4	5	5	N	4	5	8	8	53.71	51.52	Y	Y
04956	Fairfield	Valley Road	Horse Tavern Brook	6	4	5	5	N	4	4	6	6	52.06	50.95	Y	Y
04957	Fairfield	Merritt Street	Horse Tavern Brook	7	4	5	5	N	3	6	6	6	40.85	37.37	Y	Y
04509	Glastonbury	Mill Street	Salmon Brook	4	7	7	7	N	5	2	6	8	68.57	67.13	Y	Y
05154	Goshen	East Street South	Bantam River	7	6	7	6	N	6	4	3	8	78.89	79.15	N	Y
04517	Granby	Silver Street	East Branch Salmon Brook	7	7	5	6	N	5	2	7	5	65.84	66.91	N	Y
04519	Granby	Wells Road	East Branch Salmon Brook	7	7	7	7	N	6	3	7	8	77.57	79.13	N	Y
04523	Granby	Simsbury Road	Bissell Brook	4	4	7	7	N	4	4	7	8	49.77	48.88	Y	Y
04525	Granby	Simsbury Road	West Branch Salmon Brook	5	7	6	6	N	5	3	8	6	75.23	77.34	N	Y
04526	Granby	Broad Hill Road	West Branch Salmon Brook	4	7	7	7	N	5	4	8	3	76.94	76.27	Y	Y
03954	Greenwich	Sound Beach Avenue	Cider Mill Brook	8	4	6	5	N	4	4	7	6	68.72	69.94	Y	N
05013	Greenwich	Comly Avenue	Byram River	3	7	6	7	N	4	4	9	6	81.98	81.17	Y	N
05014	Greenwich	Riversville Road	East Branch Byram River	5	4	4	4	N	4	3	7	5	61.85	59.37	Y	N
05604	Greenwich	Lake Avenue	Horseneck Brook	8	6	6	7	N	6	3	7	3	79.49	79.86	N	Y
04669	Griswold	Bitgood Road	Pachaug River	5	4	4	6	N	4	4	5	6	49.15	47.67	Y	Y
04671	Griswold	Carol Road	Pachaug River	5	5	5	7	N	5	3	4	7	63.16	62.05	N	Y
04673	Griswold	Edmund Road	Pachaug River	6	6	4	5	N	4	4	7	5	51.74	52.59	Y	Y
04677	Groton	Gales Ferry Road	Great Brook	5	4	6	8	N	4	4	7	5	56.75	55.53	Y	Y
04859	Guilford	Clapboard Hill Road	East River	8	6	5	6	N	5	3	8	7	65.33	64.52	N	Y
04861	Guilford	Twin Bridge Road	Iron Stream	6	6	7	6	N	6	2	7	8	78.88	79.40	N	Y
04863	Guilford	Saw Mill Road	West River	7	6	6	7	N	6	4	7	3	78.38	77.57	N	Y
04871	Guilford	Meadow Hills Drive	Little Meadow Brook	N	N	N	6	4	4	N	7	8	85.96	84.85	Y	N
04872	Guilford	Stoneboat Road	Little Meadow Brook	N	N	N	6	4	4	N	7	8	88.97	87.86	Y	N
06003	Guilford	Vineyard Point Rd.	Abandoned Trolley Line	4	4	7	N	N	4	3	N	6	53.36	51.69	Y	Y
06536	Guilford	Flat Meadow Road	West River Overflow	N	N	N		3	3	N	7	8	41.98	40.65	Y	Y
04686	Haddam	Clarkhurst Road	Clarkhurst Brook	2	3	0	7	N	0	0	8	4	21.00	15.37	Y	Y
04014	Hamden	Treadwell Street	Private Property	4	5	7		N	5	4		6	73.25	72.77	Y	N
04127	Hamden	Skiff Street	Mill River	6	4	6	6	N	5	5	8	8	41.99	40.29	Y	N
04168	Hamden	Waite Street	Lake Whitney	3	5	3	6	N	3	2	7	8	2.00	-1.30	Y	N
04895	Hamden	River Road #2	Mill River	4	6	7	7	N	5	3	8	7	73.88	73.14	Y	Y

## APPENDIX 1 - ELIGIBLE LOCAL BRIDGES OVER 20 FEET

Bridge No	Town	Feature Carried	Feature Crossed	Deck	Superstructure	Substructure	Channel	Culvert	Structural Eval	Deck Geometry	Waterway	Approach	Sufficiency Rating	Priority Rating	State Eligible	Federal Eligible
05057	Harwinton	Northfield Road	Naugatuck River	4	5	5		N	5	5	7	6	77.02	77.50	Y	Y
05058	Harwinton	Catlin Road	Harwinton Lake Spillway	3	3	3	7	N	3	2	7	6	15.73	11.29	Y	Y
04453	Kent	Bulls Bridge Road	Housatonic River	7	6	7	7	N	6	2	9	8	76.80	77.28	N	Y
04700	Killingly	Peep Toad Road	Whetstone Brook	5	5	5	6	N	4	3	4	5	47.63	44.52	N	Y
04701	Killingly	Rock Avenue	Five Mile River	7	7	7	6	N	7	2	6	8	78.84	80.17	N	Y
04702	Killingly	North Street	Five Mile River	7	7	7	7	N	7	2	7	7	78.16	79.49	N	Y
04704	Killingly	Attawaugan Ballouville Road	Five Mile River	6	6	6	7	N	6	2	6	5	76.49	75.82	N	Y
04705	Killingly	Ballouville Road	Canal	6	6	6	6	N	6	3	6	7	77.42	76.98	N	Y
04708	Killingly	River Road	Five Mile River	6	6	6	7	N	6	3	5	7	79.78	79.34	N	Y
04712	Killingworth	River Road	Brook	4	7	7	7	N	5	4	7	4	78.88	78.21	Y	Y
04716	Killingworth	Reservoir Road	Menunketesuck River	N	N	N	6	3	3	N	7	8	43.37	42.04	Y	Y
04719	Lebanon	Waterman Road	Pease Brook	N	N	N	6	4	4	N	7	8	70.36	69.25	Y	Y
05341	Lebanon	McGrath Lane #2	Yantic River	5	3	5	7	N	3	3	7	5	36.71	35.45	Y	Y
06071	Lebanon	Mack Road	Pease Brook	N	N	N	5	3	3	5	7	8	51.21	49.65	Y	Y
05180	Litchfield	High Bridge Road	Bantam River	5	5	3	6	N	3	5	9	8	37.69	34.43	Y	Y
05703	Litchfield	Knife Shop Road	Northfield Pond Brook	N	N	N	6	3	3	N	9	6	55.96	54.63	Y	Y
04726	Lyme	Macintosh Road	Eight Mile River	7	6	7		N	6	3	7	6	77.99	77.47	N	Y
05818	Lyme	Day Hill Road	Roaring Brook	7	7	7		N	7	3	7	8	77.98	77.54	N	Y
06039	Lyme	Salem Road	East Br Eight Mile River	8	7	7		N	7	3	8	8	77.88	78.18	N	Y
03793	Manchester	North Main Street	Hockanum River	4	4	6	7	N	4	2	7	6	43.51	42.10	Y	N
05366	Mansfield	Laurel Lane	Mount Hope River	6	6	6	6	N	5	2	7	8	52.46	49.90	N	Y
05035	Middlebury	Long Meadow Road	Long Meadow Pond	4	4	5	8	N	4	5	7	6	84.63	83.59	Y	N
04031	Middletown	Prospect Street	Connecticut Central RR	6	6	4	N	N	4	2	N	8	22.53	19.05	Y	N
04032	Middletown	Pearl Street	P&W Railroad	7	4	6	N	N	4	5	N	5	56.33	55.59	Y	Y
05621	Middletown	Wilcox Street	Sumner Brook	N	N	N	6	4	4	N	6	8	67.83	65.94	Y	Y
03645	Milford	River Street	Wepawaug River	4	4	5	5	N	4	3	7	8	43.38	41.57	Y	N
04942	Milford	Flax Mill Lane	Wepawaug River	6	6	7	5	N	6	4	3	6	75.89	75.41	N	Y
04741	Montville	Meeting House Lane	Cove River	6	6	4	5	N	4	2	6	6	50.61	49.80	Y	Y
03713	Naugatuck	Rubber Avenue	Long Meadow Pond Brook	5	4	6	5	N	4	5	6	8	65.49	64.38	Y	N
04214	Naugatuck	Maple Street	Naugatuck River	4	4	4	6	N	4	2	7	6	44.06	42.73	Y	N
04907	Naugatuck	Rubber Avenue Extension	Long Meadow Pond Brook	3	6	7	5	N	4	2	7	3	67.75	67.94	Y	N
04095	New Canaan	Old Norwalk Road	Five Mile River	7	4	5	6	N	4	3	9	8	52.79	51.98	Y	N
04998	New Canaan	Hickock Road	Silvermine River	7	7	4	5	N	4	6	9	8	70.93	70.26	Y	Y
05104	New Fairfield	Sawmill Road #1	Ball Pond Brook	7	7	7	6	N	7	3	7	7	72.44	71.22	N	Y
03748	New Haven	State Street	Mill River	5	5	4	4	N	4	5	9	8	56.02	53.95	Y	N
04258	New Milford	Wellsville Avenue	East Aspetuck River	3	4	6	6	N	4	4	6	6	46.15	44.56	Y	N
05118	New Milford	Merryall Road	West Aspetuck River	4	4	4	6	N	4	6	6	6	57.83	56.61	Y	N
05263	New Milford	Sand Road	West Aspetuck River	7	7	7	7	N	7	3	9	8	77.92	77.70	N	Y
05314	New Milford	Mill Street	Great Brook	5	7	6	7	N	6	2	9	8	74.93	76.82	N	Y
05655	New Milford	Aspetuck Road	West Aspetuck River	4	7	7	7	N	6	4	6	8	79.94	79.27	Y	Y

**APPENDIX 1 - ELIGIBLE LOCAL BRIDGES OVER 20 FEET**

Bridge No	Town	Feature Carried	Feature Crossed	Deck	Superstructure	Substructure	Channel	Culvert	Structural Eval	Deck Geometry	Waterway	Approach	Sufficiency Rating	Priority Rating	State Eligible	Federal Eligible
01844	Newtown	Coverbridge Road #2	Pond Brook	4	4	4	4	N	4	5	6	8	56.29	54.51	Y	Y
04289	Newtown	Currituck Road	Pond Brook	4	5	4	7	N	4	4	5	8	48.51	48.81	Y	N
04423	Newtown	Pond Brook Road	Pond Brook	5	5	5	5	N	5	2	7	6	65.16	64.05	N	Y
05028	Newtown	Walnut Tree Hill Road	Pootatuck River	5	6	6	5	N	5	2	8	6	71.30	69.89	N	Y
05150	Norfolk	River Place	Blackberry River	4	7	6	6	N	5	5	6	6	84.10	83.36	Y	N
05971	Norfolk	Smith Road	Hall Meadow Brook	N	N	N	7	3	3	N	7	8	52.98	51.65	Y	Y
05202	North Canaan	Old Turnpike North	Konkapot River	7	5	6	5	N	5	2	7	8	55.29	53.29	N	Y
03961	North Haven	Spring Road	Muddy River	3	6	7	6	N	5	4	6	6	71.14	69.88	Y	N
04153	Norwalk	Broad Street	Norwalk River	4	4	6	6	N	4	2	9	6	46.39	44.76	Y	N
04154	Norwalk	Perry Avenue	Norwalk River	6	4	6	7	N	9	4	9	6	53.70	52.89	Y	N
04160	Norwalk	Wall Street	Norwalk River	5	5	4	7	N	4	2	9	9	49.69	48.73	Y	N
04078	Norwich	Wawecus Street	Yantic River	4	7	7	7	N	5	2	3	7	72.75	73.97	Y	N
04745	Norwich	Pleasant Street	Yantic River	7	7	7	5	N	7	3	3	7	74.49	76.60	N	Y
04915	Oxford	O'Neill Road	Eight Mile Brook	7	7	7	7	N	7	4	7	3	75.92	78.03	N	Y
04751	Plainfield	Sterling Hill Road	Ekonk Brook	7	6	5	7	N	5	3	5	6	66.65	67.76	N	Y
05344	Pomfret	Wolf Den Drive	Mashamoquet Brook	3	5	3	5	N	3	5	8	6	31.96	30.22	Y	Y
05350	Pomfret	Bosworth Road	Mashamoquet Brook	6	4	5		N	4	3	6	8	36.22	34.33	Y	Y
05663	Pomfret	Covell Road	Brook	5	3	4	6	N	3	5	7	6	32.43	28.43	Y	Y
04761	Putnam	Chase Road	Five Mile River	5	6	6	5	N	5	2	5	3	70.92	70.18	N	Y
01677	Redding	Cross Highway	Little River	8	6	6	5	N	6	2	7	8	77.03	76.62	N	Y
05322	Redding	Valley Rd #2	Aspectuk River	6	6	6	8	N	6	3	9	3	73.88	74.55	N	Y
05510	Ridgefield	Portland Avenue	Norwalk River	6	6	4		N	5	4	7	6	53.56	52.86	Y	Y
05887	Ridgefield	Mountain Road	Wataba Lake	5	7	6	7	N	5	2	6	6	75.95	75.73	N	Y
05888	Ridgefield	Topstone Road	Norwalk River	6	5	5	5	N	5	2	6	6	66.33	65.29	N	Y
05071	Roxbury	River Road	Little Jacks Brook	8	6	6	6	N	6	2	9	6	77.77	77.25	N	Y
05889	Roxbury	Judd's Bridge Road	Lenevig Brook	5	5	4	6	N	4	4	7	8	52.95	51.99	Y	Y
04767	Salem	Darling Road	East Brook	6	6	6	6	N	6	3	7	8	77.48	77.92	N	Y
05854	Sherman	Sawmill Road	Sawmill River	N	N	N	5	5	5	3	7	6	57.26	56.37	N	Y
04549	Simsbury	Firetown Road	Bissell Brook	7	7	6	6	N	6	3	7	6	76.26	76.19	N	Y
04555	Somers	Maple Street	Scantic River	5	5	6	6	N	5	4	8	3	76.98	75.94	N	Y
04465	Southbury	River Road	Pomperaug River	4	6	5	7	N	4	6	9	8	81.63	80.85	Y	N
05392	Southington	Prospect Street	Eight Mile River	4	7	6	5	N	5	6	9	6	72.24	71.17	Y	Y
04444	Sprague	Parkwood Road	Little River-Hanover Res.	7	7	8	8	N	7	3	7	3	74.90	74.53	N	Y
04774	Stafford	Colburn Road	Furnace Brook	7	5	6	6	N	5	3	8	7	67.94	68.05	N	Y
04778	Stafford	Leonard Road	Furnace Brook	4	5	6	7	N	5	2	8	6	62.63	66.19	Y	Y
04779	Stafford	Spring Street	Middle River	6	6	6	6	N	6	3	8	6	78.95	78.28	N	Y
04781	Stafford	West Street	Middle River	5	6	6	6	N	6	3	8	7	77.80	78.61	N	Y
04782	Stafford	Cooper Lane	Edson Brook	6	6	6	6	N	6	3	8	8	77.10	76.21	N	Y
03679	Stamford	Cold Spring Road	Rippowam River	4	4	3	5	N	3	3	7	6	30.11	34.26	Y	N
03682	Stamford	South State Street #1	Rippowam River	6	6	4	6	N	4	2	6	6	50.77	49.96	Y	N
04064	Stamford	Richmond Hill Avenue	Rippowam River	4	6	6	6	N	5	3	9	6	73.54	72.50	Y	N
04170	Stamford	Soundview Avenue	Brook	3	4	6	6	N	4	4	7	3	62.16	59.35	Y	N
05008	Stamford	Farms Road	Mianus River	3	4	6	3	N	3	3	5	3	35.82	33.56	Y	Y

## APPENDIX 1 - ELIGIBLE LOCAL BRIDGES OVER 20 FEET

Bridge No	Town	Feature Carried	Feature Crossed	Deck	Superstructure	Substructure	Channel	Culvert	Structural Eval	Deck Geometry	Waterway	Approach	Sufficiency Rating	Priority Rating	State Eligible	Federal Eligible
04566	Suffield	Suffield Street	Stony Brook	7	7	6		N	6	2	8	6	77.54	77.02	N	Y
04569	Suffield	Russell Avenue	Philo Brook	7	7	6	6	N	6	3	7	4	74.89	74.15	N	Y
05043	Thomaston	Walnut Hill Rd #2	Northfield Brook	4	6	7		N	4	7	6	8	86.61	86.42	Y	N
04793	Thompson	Red Bridge Road	Quinebaug River	7	7	7	7	N	7	3	3	8	73.64	73.75	N	Y
04794	Thompson	Blain Road	French River	6	7	6	7	N	6	2	7	5	77.82	79.12	N	Y
04797	Thompson	Wilsonville Road	French River	5	6	7	6	N	5	3	4	6	73.46	72.68	N	Y
05412	Thompson	Brandy Hill Road	Quaddick Lake	8	8	7	7	N	7	3	7	6	78.83	78.53	N	Y
05638	Thompson	Baker Road	Quaddick Lake	7	7	8	8	N	7	3	7	6	78.94	78.57	N	Y
05084	Torrington	Wall Street	E Branch Naugatuck River	4	6	6	6	N	5	5	8	8	91.84	92.25	Y	N
05087	Torrington	Duggan Road	E Branch Naugatuck River	1	5	5	6	N	0	0	0	0	17.00	11.81	Y	Y
05090	Torrington	Lovers Lane	Lovers Lane Brook	6	6	7	7	N	3	3	6	8	54.26	51.78	N	Y
04936	Trumbull	Brock Street	Pequonnock River	8	8	7	7	N	7	2	9	8	75.89	75.37	N	Y
04573	Vernon	West Main Street	Hockanum River	4	5	6	6	N	5	4	7	7	80.63	81.30	Y	N
04833	Wallingford	Tyler Mill Road	Muddy River	6	6	0	3	N	0	0	0	0	17.00	11.89	Y	Y
05159	Washington	Romford Road	Bantam River	8	8	8	7	N	8	2	8	8	75.80	75.58	N	Y
05038	Waterbury	Sheffield Street	Hancock Brook	0	3	5	6	N	1	3	6	3	32.00	26.59	Y	Y
05518	Waterford	Old Mill Road	Hunts Brook	6	5	6	6	N	5	2	7	3	62.59	64.29	N	Y
03652	West Hartford	South Quaker Lane #1	Trout Brook	4	7	7	7	N	5	2	7	8	73.28	72.84	Y	N
04933	Weston	Old Redding Road	Aspetuck River	5	5	4	4	N	4	2	7	6	49.60	48.19	Y	Y
04960	Weston	River Road	Saugatuck River	7	7	7	7	N	7	3	9	6	75.38	74.49	N	Y
04962	Weston	Valley Forge Road	Saugatuck River	5	5	4	8	N	4	3	9	3	46.90	45.49	Y	Y
04971	Westport	Old Road #2	Sasco Brook	6	3	7	5	N	3	2	9	6	19.09	15.61	Y	Y
05345	Willington	Daleville School Road	Fenton River	6	6	6	6	N	6	3	7	6	79.93	79.26	N	Y
05531	Willington	Kechkes Road	Fenton River	7	5	6	6	N	5	3	6	6	67.00	66.44	N	Y
04975	Wilton	Lovers Lane	Comstock Brook	6	6	4	5	N	4	2	9	3	52.74	51.59	Y	Y
04979	Wilton	Kent Road	Norwalk River	5	5	7	7	N	5	2	9	8	64.43	63.69	N	Y
04981	Wilton	Cannon Road	Norwalk River	6	6	7	6	N	6	3	9	8	77.80	76.99	N	Y
04986	Wilton	Sugar Hollow Road	Norwalk River	5	4	7	7	N	4	4	7	6	54.43	53.50	Y	Y
05734	Wilton	Borglum Road	Silvermine Brook	7	7	7	8	N	7	2	9	6	77.89	77.45	N	Y
03986	Winchester	Wallens Street	Still River	4	6	7	8	N	4	4	8	8	75.86	75.12	Y	N
04059	Winchester	Bridge Street	Mad River	4	7	6	7	N	5	6	6	8	92.41	91.56	Y	N
04060	Winchester	Holabird Avenue	Still River	3	6	7	7	N	4	2	8	7	70.73	71.47	Y	N
05127	Winchester	Case Avenue	Mad River	4	7	6	6	N	5	7	8	8	93.88	93.25	Y	N
05129	Winchester	Division Street	Mad River	3	7	7	7	N	4	4	7	8	72.90	73.94	Y	Y
05131	Winchester	Sucker Brook Road	Sucker Brook-Spillway	4	7	7	8	N	4	5	8	6	90.40	92.29	Y	N

**APPENDIX 1 - ELIGIBLE LOCAL BRIDGES OVER 20 FEET**



**APPENDIX 1A - ELIGIBLE BRIDGES UNDER 20 FEET**

Bridge No	Town	Feature Carried	Feature Crossed	Deck	Superstructure	Substructure	Culvert	Structural Eval.	Waterway	Sufficiency Rating	Priority Rating
001003	Andover	Merritt Valley Road	Brook	N	N	7	4	4	7	60.84%	59.51%
001006	Andover	Lake Road	Brook	5	4	6	N	4	7	56.00%	54.89%
001007	Andover	Lake Road	Cheney Brook	N	N	N	3	3		46.76%	45.20%
003002	Ashford	Axe Factory Road	Bigelow Brook	6	4	6	N	4	7	32.88%	29.84%
005002	Barkhamsted	Park Road	Beaver Brook	N	N	N	4	4	7	64.83%	63.50%
007019	Berlin	Middletown Road	Stream	5	4	5	N	4	6	49.78%	48.59%
007020	Berlin	Spruce Brook Road	Spruce Brook	6	3	5	N	3	9	38.67%	37.48%
008005	Bethany	Old Mill Road	Sargent River	5	5	4	N	4	9	29.53%	26.68%
009004	Bethel	Old Hawleyville Road	Limekiln Brook	6	4	6	N	5	7	37.30%	33.49%
014001	Branford	Chestnut Street	Branford Supply Pond	N	N	N	4	4		62.85%	61.52%
014002	Branford	Harbor Street	Tidal Channel	4	3	4	N	4		45.69%	44.28%
014003	Branford	Hosley Avenue	Brook	N	N	N	3	3		42.37%	40.81%
014005	Branford	Saw Mill Road	Pond	7	6	4	N	4		41.36%	38.95%
015004	Bridgeport	Chopsy Hill Road	Island Brook	6	N	N	3	3		49.31%	47.75%
015005	Bridgeport	Chopsy Hill Road	Island Brook	4	4	4	N	4		60.66%	59.33%
015007	Bridgeport	Cleveland Avenue	Rooster River	3	4	5	N	4		59.83%	58.50%
015012	Bridgeport	Griffin Avenue	Island Brook	4	4	6	N	4		61.65%	60.46%
015021	Bridgeport	Platt Street	Island Brook	N	N	N	4	4		64.76%	63.43%
015022	Bridgeport	Pond Street	Island Brook	N	N	N	4	4		63.85%	62.52%
015026	Bridgeport	Valley Avenue	Island Brook	6	6	4	N	4		64.85%	63.81%
015028	Bridgeport	Woodrow Avenue	Island Brook	5	5	3	N	3		44.84%	43.58%
016001	Bridgewater	Hut Hill Road	Wewaka Brook	4	4	4	N	4		61.82%	60.49%
016004	Bridgewater	Wewaka Brook Road	Wewaka Brook	N	N	N	4	4		62.78%	61.45%
016005	Bridgewater	Stuart Road East	Brook	N	N	N	4	4		64.84%	63.51%
017005	Bristol	Lake Avenue	Cussgutter Brook	4	4	5	N	4		49.36%	48.10%
017006	Bristol	Lake Avenue	Mix Brook	5	4	5	N	4		63.61%	62.42%
017015	Bristol	Brook Street	Stream	7	7	4	N	4		64.61%	63.72%
017036	Bristol	Memorial Boulevard	Stream	3	3	7	N	3		43.74%	42.48%
017042	Bristol	Church Street	Stream	4	4	6	N	4		61.75%	60.56%
018001	Brookfield	Obtuse Rocks Road	Beers Brook	N	N	N	4	4		67.86%	66.53%
019006	Brooklyn	Elliot Road	Sandy Brook	3	3	6	N	3	4	32.61%	31.28%
022005	Canterbury	Cemetery Road	Deane Brook	6	6	4	N	5	7	62.69%	61.65%
022007	Canterbury	Cemetery Road	Peck Brook	5	5	3	N	4	7	47.64%	46.38%
023005	Canton	East Hill Road #3	Rattlesnake Brook	N	N	N	2	1	2	10.03%	5.81%
023014	Canton	Simonds Avenue	Rattlesnake Brook-W.Br.	N	N	N	2	1	4	19.94%	15.72%
025018	Cheshire	Blacks Road	Honeypot Brook	5	5	4	N	4		63.84%	62.65%
025023	Cheshire	West Johnson Avenue	Judd Brook	8	8	4	N	4		64.84%	64.10%
028015	Colchester	Starr Road	Brook	5	5	4	N	4		19.06%	14.43%
030002	Columbia	Macht Road	Macht Brook	6	6	3	N	3	7	38.10%	36.99%
031001	Cornwall	River Road	Reed Brook	7	4	6	N	4	7	35.61%	32.09%
031011	Cornwall	Chamberlain Road	Bloody Brook	4	6	4	N	4		60.85%	59.66%
031016	Cornwall	Lake Road	Holenbeck River	N	N	N	4	4		62.84%	61.51%

## APPENDIX 1A - ELIGIBLE BRIDGES UNDER 20 FEET

Bridge No	Town	Feature Carried	Feature Crossed	Deck	Superstructure	Substructure	Culvert	Structural Eval.	Waterway	Sufficiency Rating	Priority Rating
032006	Coventry	Monument Hill Rd	Mill Brook	6	6	4	N	4		64.82%	63.78%
032008	Coventry	Bradbury Lane	Mill Brook	5	2	6	N	0		22.94%	21.68%
032010	Coventry	Snake Hill Road	Mill Brook	6	6	4	N	4		47.78%	46.74%
033001	Cromwell	Christian Hill Road	Stream	7	7	4	N	4		53.34%	52.45%
034003	Danbury	Shelter Rock Road	Sympaung Brook	4	6	6	N	4		74.39%	75.02%
034013	Danbury	W Starrs Plain Road	Saugatuck River	5	4	4	N	4		47.86%	46.60%
034017	Danbury	Washington Ave	Parks Pond Brook	4	4	5	N	4	7	61.75%	60.49%
034023	Danbury	Miry Brook Road	Miry Brook	4	4	5	N	4		43.36%	42.10%
034024	Danbury	Backus Avenue	Brook	4	4	4	N	4	7	46.04%	44.71%
034027	Danbury	Padanaram Road	Margerie Brook	4	4	4	N	4		53.03%	51.70%
034031	Danbury	Padanaram Road	East Lake Brook	5	5	4	N	4		47.62%	46.43%
034035	Danbury	West Street	Blind Brook	4	4	5	N	4	8	65.86%	64.60%
034037	Danbury	William Street	Blind Brook	4	4	5	N	4	6	66.19%	64.93%
034039	Danbury	Jefferson Street	Blind Brook	5	4	6	N	4	5	67.17%	66.06%
034040	Danbury	Reservoir Road	Brook	5	5	4	N	4	6	50.21%	49.02%
122001	Deep River	Tower Hill Road	Brook	N	N	N	4	4		65.84%	64.51%
037003	Durham	Coe Road	Parmalee Brook	N	N	N	4	4		67.84%	66.51%
041002	East Hampton	Walnut Ave	Brook	6	6	4	N	4		59.84%	58.80%
041004	East Hampton	Niles Street	Brook	6	6	4	N	4		41.99%	38.40%
041005	East Hampton	Flat Brook Road	Flat Brook	4	4	4	N	4		59.80%	58.47%
041006	East Hampton	Flat Brook Road	Flat Brook	6	6	3	N	3		26.83%	25.72%
041007	East Hampton	Blacksmith Road	Brook	N	N	N	4	4		62.86%	61.53%
041008	East Hampton	Terp Road	Pine Brook	6	6	4	N	4		46.51%	45.47%
044004	East Lyme	Society Road	Pataquanset River	4	7	3	N	3	7	45.77%	49.81%
046003	East Windsor	East Road	Ketch Brook	4	4	4	N	4	2	50.71%	49.38%
046007	East Windsor	Highland Avenue	Chestnut Brook	4	4	4	7	4	7	47.17%	46.50%
050003	Fairfield	Burr Street	Brook	5	4	6	N	5		47.73%	46.62%
050006	Fairfield	Cemetery Road	Browns Brook	5	5	4	N	5		47.13%	45.94%
050008	Fairfield	Creconoof Road	Cricker Brook	6	6	4	N	5		66.84%	65.80%
050011	Fairfield	Governors Lane	Browns Brook	5	5	4	N	4		60.85%	59.66%
050019	Fairfield	Nonopage Road	Cricker Brook	4	4	6	N	4		59.85%	58.66%
055005	Granby	Simsbury Road	Kendall Brook	6	6	4	N	4	6	48.74%	47.70%
055010	Granby	Enders Road	Brook	6	4	5	N	4	7	31.50%	27.17%
056010	Greenwich	Pemberwick Road	Crossing Path	5	5	4	N	4		47.54%	46.35%
056038	Greenwich	Doubling Road	Rockwood Lake	4	4	7	N	4		54.68%	53.57%
056051	Greenwich	Winding Lane	Horseneck Brook	N	N	N	6	2	7	77.16%	76.27%
058003	Groton	Packer Road	Haleys Brook	4	4	7	N	4	7	57.71%	56.60%
058008	Groton	Beach Road	Venetian Harbor	N	N	N	4	4		62.79%	61.46%
059004	Guilford	North Madison Road	Little Meadow Brook	N	N	N	4	4		67.79%	66.46%
061025	Hamden	Sanford Street	Shepard Brook	4	4	5	N	4	6	52.46%	51.20%
	Hamden	Woodin Street	Wilmont Brook	4	4	5	N	4	6	55.76%	53.95%
064002	Hartland	Fuller Road	Belden Brook	7	7	4	N	4		36.65%	33.76%
064003	Hartland	Fuller Road	Brook	4	6	4	N	4		28.49%	24.86%

## APPENDIX 1A - ELIGIBLE BRIDGES UNDER 20 FEET

Bridge No	Town	Feature Carried	Feature Crossed	Deck	Superstructure	Substructure	Culvert	Structural Eval.	Waterway	Sufficiency Rating	Priority Rating
066006	Hebron	Marjorie Circle	Brook	6	4	6	N	4		58.85%	56.81%
067003	Kent	Macedonia Brook Road	Macedonia Brook	7	4	7	N	5	9	53.71%	52.82%
067010	Kent	Macedonia Brook Road	Macedonia Brook	7	4	5	N	5	8	27.11%	23.96%
067016	Kent	Kent Hollow Road	Aspetuck River	4	4	6	N	4	7	49.15%	47.96%
070003	Lebanon	Tobacco Street	Ten Mile Brook	4	5	7	N	6		72.47%	71.99%
070007	Lebanon	Goshen Hill Road	Exeter Brook	6	6	4	N	4	7	56.16%	55.12%
071003	Ledyard	Stonybrook Road	Billings Avery Brook	4	4	7	N	4	7	66.16%	65.05%
072002	Lisbon	Blissville Road	Brook	4	4	6	N	4		47.27%	46.08%
073002	Litchfield	Shear Shop Road	Marshepaug River	6	4	6	N	4		53.58%	52.54%
073011	Litchfield	West Morris Road	Hill Brook	7	7	4	N	4	7	58.10%	57.21%
074007	Lyme	Birch Mill Road	Falls Brook	6	4	7	N	4		58.75%	58.68%
075001	Madison	Tibbals Bridge Road	Hammonasset River	7	6	2	N	2		22.00%	20.89%
075005	Madison	Bradley Corners Ro	Neck Brook	5	5	4	N	4		58.79%	57.60%
075010	Madison	Garnet Park Road	Bailey Creek	N	N	N	4	4		59.61%	58.28%
077002	Mansfield	Mount Hope Road	Brook	N	N	N	4	4		60.83%	59.50%
077006	Mansfield	Hillyndale Road	Eagleville Brook	N	N	N	2	2		39.97%	38.19%
077007	Mansfield	Shady Lane	Eagleville Brook	4	5	4	N	4		48.27%	49.01%
082031	Middletown	Industrial Park Road	Fall Brook	N	N	N	0	0	8	40.91%	38.69%
083006	Milford	Melba Street	Calf Pen Meadow Cr.	4	4	4	N	4		60.80%	59.47%
083013	Milford	Wheeler's Farms Road	Brook	5	6	4	N	4		59.84%	58.73%
084001	Monroe	High Rock Road #2	Halfway River	7	6	4	N	4		52.86%	51.90%
084002	Monroe	High Rock Road #2	Halfway River	5	5	3	N	3		34.61%	33.35%
085008	Montville	Derry Hill Road	Brook	4	4	6	N	4		45.51%	44.32%
088013	New Britain	Lincoln St. # 2	Willow Brook	N	N	N	4	4		64.86%	63.53%
089005	New Canaan	Huckleberry Hill R	Silvermine River	5	5	4	N	4		51.35%	50.16%
089008	New Canaan	Ponus Ridge	Brook	N	N	N	4	4		67.86%	66.53%
089010	New Canaan	Greenley Road	Noroton River	4	4	6	N	4		45.73%	44.54%
089012	New Canaan	West Road	Brook	N	N	N	4	4		62.78%	61.45%
089013	New Canaan	Wahackme Road	Noroton River	4	4	4	N	4		47.74%	46.41%
089014	New Canaan	Richmond Hill Road	Brook	3	2	3	6	2	7	14.22%	13.33%
091001	New Hartford	Farmington River Road	Ratlum Brook	N	N	N	4	4	7	64.84%	63.51%
091004	New Hartford	West Hill Road	Brook	N	N	N	4	4	9	47.82%	46.49%
091009	New Hartford	West Hill Road	Finnak Brook	5	5	4	N	4	7	52.31%	51.12%
095002	New Milford	Mud Pond Road	Bull Mountain Brook	3	2	3	N	2		17.00%	15.37%
095008	New Milford	Riverview Road	Womenshenuk Brook	6	4	4	N	4		49.49%	48.19%
095010	New Milford	North Road	Denman Brook	N	N	N	3	3		47.84%	46.28%
095011	New Milford	Indian Trail	Merryall Brook	6	3	5	N	3	7	21.89%	18.04%
095020	New Milford	Gaylord Road	Morrissey Brook	5	4	4	N	4		36.51%	33.81%
093003	Newington	Garfield St.	Mill Brook	6	4	6	N	4		63.80%	62.76%
096006	Newton	Stony Brook Road	Brook	N	N	N	4	4	8	56.20%	54.87%
096038	Newtown	High Rock Road #2	Halfway Brook	7	7	4	N	4		27.55%	26.66%
096040	Newtown	Old Hawleyville Road	Pond Brook	5	5	4	N	4	6	43.91%	42.72%
097006	Norfolk	Doolittle Drive	Loon Brook	N	N	N	4	4		63.82%	62.49%

## APPENDIX 1A - ELIGIBLE BRIDGES UNDER 20 FEET

Bridge No	Town	Feature Carried	Feature Crossed	Deck	Superstructure	Substructure	Culvert	Structural Eval.	Waterway	Sufficiency Rating	Priority Rating
101002	North Stonington	Puttker Road	Green Fall River	N	N	N	4	4		64.82%	63.49%
103016	Norwich	East Town Street	Brook	6	6	4	N	4		64.75%	63.71%
103018	Norwich	Hunters Road	Hunter Brook	4	4	6	N	4		49.58%	48.39%
104004	Old Lyme	McCurdy Road	Duck River	N	N	N	4	4		66.61%	65.28%
107001	Oxford	Park Road	Little River	N	N	N	4	4		60.84%	59.51%
109001	Plainville	Town Line Road	Stream	4	6	4	4	4	8	60.15%	58.82%
111004	Pomfret	Dennis Road	Lyon Brook	4	6	6	N	5		48.31%	44.38%
117007	Ridgefield	Mopus Bridge Road	Brook	3	3	3	N	3	6	33.06%	31.50%
117016	Ridgefield	Stonehedge Road	Brook	4	4	6	N	4		53.31%	52.12%
117026	Ridgefield	Florida Hill Road	Norwalk River	4	4	7	N	4	8	49.87%	48.76%
117029	Ridgefield	Depot Road	Norwalk River	N	N	N	4	4		60.78%	59.45%
117036	Ridgefield	Gay Road	Silvermine River	7	7	4	N	4		63.85%	62.96%
121003	Salisbury	Mount Riga Road	Wachocastinook Creek	5	7	4	N	4		47.86%	46.82%
121006	Salisbury	Between The Lakes	Twin Lakes Channel	4	5	6	N	4		61.56%	60.45%
121010	Salisbury	Salmon Kill Road	Factory Brook	7	7	4	N	4		65.81%	64.92%
123003	Scotland	Kemp Road	Kimball Pond Brook	6	6	4	N	6		63.82%	62.78%
123004	Scotland	Kasacek Road	Merrick Brook	6	6	3	N	6		49.82%	48.71%
125006	Sharon	Old Sharon Road #3	Mill Brook	4	4	8	N	0		26.49%	25.45%
125010	Sharon	Keeler Road	Macedonia Brook	7	3	6	N	3		25.57%	20.98%
125011	Sharon	Kirk Road	Brook	4	4	6	N	4		48.20%	47.01%
125012	Sharon	West Cornwall Road	Swamp Brook	4	4	7	N	4		44.81%	43.70%
125015	Sharon	West Woods Road #2	Brook	N	N	N	4	4		64.84%	63.51%
128003	Simsbury	Goodrich Road	Brook	N	N	N	4	4	4	64.85%	63.52%
130010	Southbury	New Road	Spruce Brook	4	5	6	N	4		52.17%	51.06%
130023	Southbury	River Road #1	Pootatuck Brook	6	6	4	N	4	8	60.24%	59.20%
131018	Southington	Old Mountain Rd.	Stream	3	3	7	N	3		28.72%	27.46%
133003	Sprague	LaCroix Road	Beaver Brook	6	3	3	N	3		34.36%	33.03%
134003	Stafford	Pine Road	Crystal Lake Brook	4	4	5	N	4	8	29.74%	26.70%
134005	Stafford	Upper Rd.	Furnace Brook	7	7	3	N	3		49.84%	48.88%
135011	Stamford	Riverbank Road	E Br Mianus River	4	4	5	N	4		61.78%	60.52%
139004	Suffield	River Boulevard	Deep Brook	7	7	4	N	4		63.84%	62.95%
141001	Thompson	Owen Adam Road	Long Branch Brook	N	N	N	2	2		38.97%	37.19%
143014	Torrington	Brightwood Ave. #1	Brook	7	7	4	N	4		64.81%	63.92%
143024	Torrington	Klug Hill Road	Brook	4	4	5	N	4		47.17%	45.91%
144009	Trumbull	Old Dike Road	Emergency Spillway	6	6	4	N	4	7	67.08%	66.04%
148010	Wallingford	Field Drive	Brook	7	N	N	4	5	5	65.20%	63.87%
150015	Washington	West Mountain Road	Sprain Brook	7	4	3	N	3	8	23.30%	19.45%
151012	Waterbury	Cooke Street	Brook	5	5	3	N	3		34.53%	33.27%
151026	Waterbury	Brown Street	Great Brook	4	3	7	N	3		32.78%	31.59%
151027	Waterbury	Water Street	Great Brook	6	3	7	N	3		35.79%	34.75%
151029	Waterbury	Cherry Avenue	Great Brook	3	3	8	N	3		30.65%	29.46%
151030	Waterbury	Cherry Street	Great Brook	5	3	8	N	3		34.69%	33.65%
155019	West Hartford	Caya Ave	St Augustine Brook	7	7	4	N	4	7	69.16%	68.27%

**APPENDIX 1A - ELIGIBLE BRIDGES UNDER 20 FEET**

Bridge No	Town	Feature Carried	Feature Crossed	Deck	Superstructure	Substructure	Culvert	Structural Eval.	Waterway	Sufficiency Rating	Priority Rating
158008	Westport	Greens Farms Road	Muddy Brook	4	4	5	N	4		59.78%	58.52%
158009	Westport	High Point Road	Muddy Brook	N	N	N	4	4		56.42%	55.09%
158018	Westport	Sasco Creek Road	Brook	3	3	4	N	3		41.82%	40.34%
158021	Westport	Kings Highway North	Willow Brook	4	4	5	N	4		45.55%	44.29%
159007	Wethersfield	Middletown Ave	Beaver Brook	N	N	N	4	4		63.82%	62.49%
160005	Willington	Clint Eldredge Road	Eldredge Brook	4	7	7	N	3	7	18.84%	14.28%
168001	Woodbury	Lynns Corner Road	Lewis Atwood Brook	1	1	7	N	1		34.00%	32.44%
168013	Woodbury	Middle Quarter Road	South Brook	5	4	5	N	5	8	53.47%	52.28%
169003	Woodstock	Hopkins Road	Stafford Brook	6	6	4	N	4		47.64%	46.60%
169016	Woodstock	North Gate Road	Sawmill Brook	6	7	4	N	4		62.44%	59.59%
169017	Woodstock	Peake Brook Road	Brook	6	6	4	N	4		47.95%	46.91%



## **APPENDIX 2 - GRANT PERCENTAGES FOR MUNICIPALITIES**

Municipal grant percentages are based on the Adjusted Equalized Net Grand List Per Capita. (AENGLC) of a municipality. Per statute, grant percentages vary from 10% to 33% based on the following formula:

$$\begin{aligned} \text{HIGH AENGLC} &= \text{Greenwich} = \$295,636.63 \\ \text{LOW AENGLC} &= \text{Hartford} = \$7,034.84 \\ \text{FACTOR} &= (\text{HIGH AENGLC} - \text{LOW AENGLC}) / (33-10) \\ &= (\$295,636.63 - \$7,034.84) / 23 = 12,547.90 \end{aligned}$$

$$\text{Municipal Grant \%} = 33 - (\text{MUNICIPAL AENGLC} - \text{LOW AENGLC}) / \text{FACTOR}$$

$$\text{Example: Andover \%} = 33 - (23,649.86 - 7,034.84) / 12,547.90 = 31.68\%$$

<b>TOWN</b>	<b>AENGLC</b>	<b>GRANT %</b>
Andover	23,649.86	31.68
Ansonia	13,507.71	32.48
Ashford	18,199.82	32.11
Avon	88,600.79	26.50
Barkhamsted	30,916.49	31.10
Beacon Falls	21,888.68	31.82
Berlin	37,793.19	30.55
Bethany	40,200.82	30.36
Bethel	34,236.32	30.83
Bethlehem	36,107.19	30.68
Bloomfield	37,198.69	30.60
Bolton	28,652.68	31.28
Bozrah	24,311.04	31.62
Branford	41,969.08	30.22
Bridgeport	8,462.36	32.89
Bridgewater	80,273.19	27.16
Bristol	18,138.02	32.12
Brookfield	53,043.81	29.33
Brooklyn	15,358.84	32.34
Burlington	33,416.58	30.90
Canaan	39,121.11	30.44
Canterbury	14,846.08	32.38
Canton	37,792.96	30.55
Chaplin	17,684.15	32.15
Cheshire	37,918.03	30.54
Chester	37,415.91	30.58
Clinton	27,870.20	31.34

**APPENDIX 2 - GRANT PERCENTAGES**

<b>TOWN</b>	<b>AENGLC</b>	<b>GRANT %</b>
Colchester	20,490.80	31.93
Colebrook	35,593.90	30.72
Columbia	30,659.23	31.12
Cornwall	101,899.46	25.44
Coventry	19,882.72	31.98
Cromwell	26,247.20	31.47
Danbury	30,429.23	31.14
Darien	286,505.89	10.73
Deep River	30,857.49	31.10
Derby	16,368.26	32.26
Durham	29,782.73	31.19
Eastford	24,101.93	31.64
East Granby	46,339.05	29.87
East Haddam	30,135.60	31.16
East Hampton	23,841.25	31.66
East Hartford	17,523.17	32.16
East Haven	15,844.92	32.30
East Lyme	30,967.42	31.09
Easton	110,236.94	24.78
East Windsor	25,030.94	31.57
Ellington	23,023.39	31.73
Enfield	18,890.52	32.06
Essex	64,036.73	28.46
Fairfield	71,958.20	27.83
Farmington	70,653.96	27.93
Franklin	31,092.31	31.08
Glastonbury	49,113.77	29.65
Goshen	59,439.00	28.82
Granby	35,538.99	30.73
Greenwich	295,636.63	10.00
Griswold	12,613.99	32.56
Groton	21,337.81	31.86
Guilford	50,812.06	29.51
Haddam	44,782.23	29.99
Hamden	21,330.79	31.86
Hampton	19,794.52	31.98
Hartford	7,034.84	33.00
Hartland	26,770.48	31.43
Harwinton	32,512.54	30.97
Hebron	26,130.27	31.48
Kent	48,260.81	29.71

<b>TOWN</b>	<b>AENGLC</b>	<b>GRANT %</b>
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**APPENDIX 2 - GRANT PERCENTAGES**

Killingly	12,986.68	32.53
Killingworth	33,176.94	30.92
Lebanon	22,048.42	31.80
Ledyard	22,420.20	31.77
Lisbon	16,323.91	32.26
Litchfield	36,899.51	30.62
Lyme	94,927.55	26.00
Madison	69,464.30	28.02
Manchester	20,407.18	31.93
Mansfield	8,878.97	32.85
Marlborough	28,711.72	31.27
Meriden	13,252.01	32.50
Middlebury	58,949.45	28.86
Middlefield	27,671.52	31.36
Middletown	20,885.27	31.90
Milford	32,668.33	30.96
Monroe	40,229.12	30.35
Montville	20,012.23	31.97
Morris	39,248.23	30.43
Naugatuck	16,135.55	32.27
New Britain	7,997.65	32.92
New Canaan	280,320.12	11.22
New Fairfield	44,836.59	29.99
New Hartford	27,928.62	31.33
New Haven	7,629.06	32.95
Newington	27,228.67	31.39
New London	10,114.83	32.75
New Milford	34,155.00	30.84
Newtown	46,046.00	29.89
Norfolk	43,128.38	30.12
North Branford	25,240.77	31.55
North Canaan	21,485.23	31.85
North Haven	47,725.97	29.76
North Stonington	27,096.41	31.40
Norwalk	47,299.87	29.79
Norwich	13,868.01	32.46
Old Lyme	82,092.96	27.02
Old Saybrook	66,330.10	28.27
Orange	61,680.18	28.65
Oxford	30,670.42	31.12
Plainfield	11,333.59	32.66
<b>TOWN</b>	<b>AENGLC</b>	<b>GRANT %</b>
Plainville	21,674.24	31.83

**APPENDIX 2 - GRANT PERCENTAGES**

Plymouth	16,693.98	32.23
Pomfret	25,607.76	31.52
Portland	25,934.55	31.49
Preston	19,283.92	32.02
Prospect	24,958.34	31.57
Putnam	14,358.30	32.42
Redding	114,702.99	24.42
Ridgefield	114,574.37	24.43
Rocky Hill	32,621.26	30.96
Roxbury	101,397.87	25.48
Salem	25,539.62	31.53
Salisbury	99,098.30	25.66
Scotland	17,890.22	32.13
Seymour	21,859.92	31.82
Sharon	79,792.74	27.20
Shelton	37,049.23	30.61
Sherman	94,086.87	26.06
Simsbury	51,904.21	29.42
Somers	22,843.98	31.74
Southbury	51,575.09	29.45
Southington	27,548.62	31.37
South Windsor	34,993.47	30.77
Sprague	15,362.66	32.34
Stafford	16,068.69	32.28
Stamford	66,030.34	28.30
Sterling	14,242.97	32.43
Stonington	44,043.42	30.05
Stratford	26,754.26	31.43
Suffield	36,527.78	30.65
Thomaston	21,660.19	31.83
Thompson	13,963.22	32.45
Tolland	26,424.65	31.45
Torrington	17,335.24	32.18
Trumbull	50,594.34	29.53
Union	24,216.73	31.63
Vernon	17,601.29	32.16
Voluntown	17,153.80	32.19
Wallingford	28,868.86	31.26
Warren	71,768.46	27.84
Washington	93,291.50	26.13
<b>TOWN</b>	<b>AENGLC</b>	<b>GRANT %</b>
Waterbury	10,594.70	32.72
Waterford	101,866.05	25.44

**APPENDIX 2 - GRANT PERCENTAGES**

Watertown	23,513.21	31.69
Westbrook	55,375.23	29.15
West Hartford	40,315.70	30.35
West Haven	13,271.41	32.50
Weston	222,360.09	15.84
Westport	259,492.76	12.88
Wethersfield	33,004.41	30.93
Willington	19,300.40	32.02
Wilton	165,502.94	20.37
Winchester	17,288.95	32.18
Windham	8,857.11	32.85
Windsor	30,794.12	31.11
Windsor Locks	31,250.87	31.07
Wolcott	22,006.59	31.81
Woodbridge	94,784.67	26.01
Woodbury	44,228.58	30.04
Woodstock	26,015.71	31.49



## **APPENDIX 3 - LOCAL BRIDGE PROGRAM LEGISLATION**

Following are excerpts from the Connecticut General Statutes and Public Acts which relate to Local Bridges. They are included as a convenience to the reader of this manual, and are not intended to be a complete list of all relevant Statutes. The reader is cautioned that these are not certified copies, and to check that there have been no revisions to the Statute before relying upon it.

### **CGS SECTIONS 13A-175P THROUGH 13A-175W**

#### PART IIb

### **LOCAL BRIDGE PROGRAM**

**Sec. 13a-175p. Definitions.** The following terms, as used in sections 13a-175p to 13a-175w, inclusive, shall have the following meanings unless the context clearly indicates a different meaning or intent:

- (1) "Commissioner" means the Commissioner of Transportation.
- (2) "Eligible bridge" means a bridge located within one or more municipalities in the State, the physical condition of which requires that it be removed, replaced, reconstructed, rehabilitated or improved as determined by the commissioner.
- (3) "Eligible bridge project" means the removal, replacement, reconstruction, rehabilitation or improvement of an eligible bridge by one or more municipalities.
- (4) "Grant percentage" means a percentage established by the commissioner for each municipality by (A) ranking all municipalities in descending order according to each such municipality's adjusted equalized net grand list per capita as defined in section 10261; and (B) determining a percentage for each such municipality on a scale from not less than 10% to not more than 33% based upon such ranking. In any case where a municipality does not have an adjusted equalized net grand list per capita such municipality shall be deemed to have the adjusted equalized net grand list per capita of the town in which it is located.
- (5) "Local bridge program" means the local bridge program established pursuant to sections 13a-175p to 13a-175u, inclusive.
- (6) "Local Bridge Revolving Fund" means the Local Bridge Revolving Fund created under section 13a-175r.
- (7) "Municipality" means any town, city, borough, consolidated town and city, consolidated town and borough, district or other political subdivision of the state, owning or having responsibility for the maintenance of all or a portion of an eligible bridge.
- (8) "Physical condition" means the physical condition of a bridge based on its structural deficiencies, sufficiency rating and load capacity all as determined by the commissioner.
- (9) "Priority list of eligible bridge projects" means the priority list of eligible bridge projects established by the commissioner in accordance with the provisions of section 13a-175s.
- (10) "Project costs" means the total costs of a project determined by the commissioner to be necessary and reasonable.
- (11) "Project loan" means a loan made to a municipality from the Local Bridge Revolving Fund and evidenced by the municipality's project loan obligation.

**LEGISLATION**

(12) "Project loan agreement" means a loan agreement with respect to a project loan as provided for in subsection (c) of section 13a-175s.

(13) "Project loan obligation" means an obligation of a municipality issued to evidence indebtedness under a project loan agreement and payable to the state for the benefit of the Local Bridge Revolving Fund.

(14) "Project grant" means a grant-in-aid made to a municipality pursuant to section 13a-175s.

(15) "Supplemental project obligation" means bonds or serial notes issued by a municipality for the purpose of financing the portion of the costs of an eligible bridge project not met from the proceeds of a project grant or project loan.

(P.A. 84-254, S. 8, 62.)

**Sec. 13a-175q. Local bridge program.** The establishment of a program for the removal, replacement, reconstruction, rehabilitation or improvement of local bridges is a matter of statewide concern affecting the health, safety and welfare of the inhabitants of the state and of persons traveling within the state. It is the policy of the state to establish a timely and efficient method for municipalities to participate in this program and in furtherance thereof, sections 13a-175p to 13a-175w, inclusive, are intended to provide authority for municipalities to approve local bridge projects, and, in connection therewith, to authorize project loan agreements, and the issuance of project loan obligations and supplemental project obligations. For the purpose of ensuring and encouraging participation by municipalities in the benefits of the local bridge program, the powers of municipalities are expressly enlarged and expanded to include the power to do all things necessary and incident to their participation in the local bridge program under sections 13a-175p to 13a-175w, inclusive.

(P.A. 84-254, S. 9, 62.)

**Sec. 13a-175r. Local Bridge Revolving Fund.** There is established and created a fund to be known as the "Local Bridge Revolving Fund". The state shall deposit in said fund (1) all proceeds of bonds issued by the state for the purpose of making project loans and project grants to municipalities, including proceeds of any special tax obligation bonds which are issued for the purpose of funding the local bridge program through project loans and grants, (2) any and all payments made by municipalities in respect of project loans including loan interest, (3) all appropriations for the purpose of making project loans and project grants, and (4) any additional moneys from any other source available for deposit into said fund. Moneys deposited in said fund shall be held by the treasurer separate and apart from all other moneys, funds and accounts. Investment earnings credited to the assets of said fund shall become part of the assets of said fund. Any balance remaining in said fund at the end of a fiscal year shall be carried forward in said fund for the fiscal year next succeeding. Amounts in the Local Bridge Revolving Fund shall be expended only for the purpose of funding project loans and project grants or for the purchase or redemption of special tax obligation bonds issued pursuant to sections 13b-74 to 13b-77, inclusive.

(P.A. 84-254, S. 10, 62; P.A. 89-240, S. 1, 3.)

History: P.A. 89-240 added provisions re proceeds of grants to be deposited in fund, added new Subdiv. (3) re appropriations deposited in fund and relettered Subdiv. (3) as Subdiv. (4).

**Sec. 13a-175s. Procedure for making project grants and loans under local bridge program.**  
 (a) The commissioner shall maintain a list of eligible bridges and shall establish a priority list of eligible bridge projects for each fiscal year. In establishing such priority list, the commissioner shall consider the physical condition of each eligible bridge.

**LEGISLATION**

(b) In each fiscal year the commissioner may make project loans to municipalities in the order of the priority list of eligible bridge projects to the extent of moneys available therefor in the Local Bridge Revolving Fund. Each municipality undertaking an eligible bridge project may apply for and receive a project loan or loans. The aggregate amount of project loans made to a municipality with respect to any project shall be equal to the amount requested by the municipality up to an amount not to exceed 50% of the project costs allocable therefore to such municipality.

(c) Each project loan shall be made pursuant to a project loan agreement between the state, acting by and through the commissioner, and the borrowing municipality and shall be evidenced by a project loan obligation of the borrowing municipality issued in accordance with section 13a175t. Each project loan agreement shall be in the form prescribed by the commissioner, provided that each project loan agreement shall provide for a project loan obligation bearing interest at the rate of 6% per annum payable quarterly and maturing no later than 10 years from the date of such obligation.

(d) In each fiscal year the commissioner may make project grants to municipalities in the order of the priority list of eligible bridge projects to the extent moneys are available therefore. Each municipality undertaking an eligible bridge project may apply for and receive a project grant equal to its grant percentage multiplied by the project costs allocable to such municipality.

(e) All applications for project loans and project grants for the fiscal year ending June 30, 1985, shall be filed with the commissioner no later than October 1, 1984, and for each succeeding fiscal year all such applications shall be filed with the commissioner no later than March first of the fiscal year next preceding. The commissioner may for good cause extend the period of time in which any such application may be filed.

(f) A project grant or project loan shall not be made to a municipality with respect to an eligible bridge project unless: (1) each municipality undertaking such project has available to it, or has made arrangements satisfactory to the commissioner to obtain, funds to pay that portion of the project costs for which it is legally obligated and which are not met by project loans or project grants; (2) each municipality undertaking such project provides assurances satisfactory to the commissioner that it will undertake and complete such project with due diligence and that it will operate and maintain the eligible bridge properly after completion of such project; (3) each municipality undertaking such project and seeking a project loan or a project grant has filed with the commissioner all applications and other documents prescribed by the commissioner; (4) each municipality undertaking such project and seeking a project loan or a project grant has established separate accounts for the receipt and disbursement of the proceeds of project loans and project grants; and (5) in any case in which an eligible bridge is owned or maintained by more than one municipality, evidence satisfactory to the commissioner that all such municipalities are legally bound to complete their respective portions of such project. Notwithstanding any provisions of this subsection, the commissioner may make an advance grant to a municipality for the purpose of funding the engineering cost of an eligible bridge project. Such grant shall equal the municipality's grant percentage multiplied by the engineering cost, which cost shall not exceed fifteen per cent of the construction cost of the project, provided the amount of such advance shall be deducted from the total grant for the project.

(g) Notwithstanding the provisions of subsections (b) and (d) of this section, the commissioner may make project grants and project loans with respect to an eligible bridge project without regard to the priority list of eligible bridge projects if a public emergency exists requiring the immediate removal, replacement, reconstruction, rehabilitation or improvement of the eligible bridge of such project to protect the public health and safety.

(P.A. 84-254, S. 11, 62; P.A. 88-60, S. 2; P.A. 89-240, S. 2, 3.)

History: P.A. 88-60 amended Subsec. (g) to allow the commissioner to make an advance grant to a municipality to fund engineering costs of an eligible bridge project; P.A. 89-240 deleted Subsec. (b) re allocation of funds between projects and fund, deleted Subdiv. (1)

**LEGISLATION**

of Subsec. (f) re approval by commissioner of preliminary plans and specifications and relettered Subsecs. (c), (d), (e), (f), (g) and (h) as Subsecs. (b), (c), (d), (e), (f), (g)

**Sec. 13a-175t. Project loans. Municipal procedures.** (a) A municipality may authorize (1) the execution and delivery of project loan agreements; (2) the issuance and sale of project loan obligations to finance its obligations under a project loan agreement; and (3) the issuance and sale of its supplemental project obligations, in accordance with such statutory and other legal requirements as govern the issuance of obligations and the making of contracts by the municipality. Obligations authorized under this section shall be subject to the debt limitation provisions of section 7374.

(b) The legislative body of a municipality shall hold at least one public hearing on an eligible bridge project, including the authorization of project loan obligations and supplemental project obligations with respect thereto, prior to its vote on the approval or disapproval of the eligible bridge project and the authorization of financing therefore. Notice of the time, place and purpose of the hearing shall be published in a newspaper having general circulation in the municipality not less than five days prior to the day on which such hearing is to be held. For purposes of this subsection, such five day period shall include the day upon which such notice is first published, and shall include any Saturday, Sunday or legal holiday, which may intervene between such publication and the day on which such hearing is held, but shall not include the day upon which such hearing is held.

(c) Each project loan obligation issued pursuant to this section shall bear interest at the rate of 6% per annum payable quarterly, shall mature in such amounts and at such time or times not later than 10 years from the date thereof and shall contain such other terms and provisions as the project loan agreement under which it is issued provides.

(d) Project loan obligations and supplemental project obligations shall be general obligations of the issuing municipality and each such obligation shall recite that the full faith and credit of the issuing municipality are pledged for the payment of the principal thereof and interest thereon.

(e) Whenever a municipality has authorized the issuance of project loan obligations or supplemental project obligations, it may authorize the issuance of temporary notes in anticipation of the receipt of the proceeds from the issuance of its project loan obligations or supplemental project obligations. Such temporary notes may be renewed from time to time by the issuance of other notes, provided that any such renewals shall conform to all legal requirements and limitations applicable thereto, including the requirements and limitations set forth in sections 7378 and 7-378a.

(f) Except as otherwise provided in this section, project loan obligations, supplemental project obligations and temporary notes issued in anticipation of the receipt of the proceeds thereof shall be issued by a municipality in accordance with such statutory and other legal requirements as govern the issuance of such obligations generally by such municipality, including, where applicable, the provisions of chapter 109.

(P.A. 84-254, S. 12, 62.; P.A. 87-224, S. 1, 4.)

History: P.A. 87-224 amended Subsec. (b) by changing the time notice of a hearing is published from at least ten days to not less than five days prior to the day on which the hearing is held, and by defining the five day period.

**Sec. 13a-175u. Regulations.** The commissioner shall adopt such regulations in accordance with the provisions of chapter 54 as may be necessary to give effect to and carry out the purposes of sections 13a-175p to 13a-175t, inclusive.

(P.A. 84-254, S. 13, 62.)



**LEGISLATION**

**Sec. 13a-175v. Interlocal Agreements.** If an eligible bridge is located or maintained by more than one municipality, the municipalities owning such eligible bridge may enter into an interlocal agreement concerning such eligible bridge. Such interlocal agreement may provide, among other things, that one municipality shall be responsible for undertaking and completing an eligible bridge project, maintaining such eligible bridge project, applying for a project loan or a project grant, or both, for such eligible bridge project and repaying a project loan for such eligible bridge project. A municipality is authorized to enter into such an interlocal agreement by vote of its legislative body and the provisions of sections 7-339a to 7-3391, inclusive, shall not be applicable to such interlocal agreement. Any such agreement entered into prior to May 27, 1987, is validated.

(P.A. 87-224, S. 2, 4.)

**Sec. 13a-175w. Eligibility of municipality which enter into interlocal agreement for project loan or grant.** In any case in which an eligible bridge is owned or maintained by more than one municipality and such municipalities enter into or have entered into an interlocal agreement authorized by section 13a-175v, the commissioner may deem the municipality which has agreed pursuant to such interlocal agreement to undertake, complete and maintain an eligible bridge project to be the only municipality eligible for a project grant or a project loan, or both, concerning such eligible bridge project and the commissioner may make a project loan or project grant, or both, to such municipality without regard to the ownership or other interests of any other municipality in such eligible bridge.

(P.A. 87-224, S. 3, 4.)

**Secs. 13a-175x to 13a-175z.** Reserved for future use.

**PUBLIC ACT 97-214****AN ACT CONCERNING THE REHABILITATION OR REPLACEMENT OF BRIDGES IN THE STATE AND REQUIRING A SOUTHEAST CORRIDOR TRANSPORTATION STUDY.**

Be it enacted by the Senate and House of Representatives in General Assembly convened:

**Section 1. (NEW)** (a) In the event site conditions, environmental factors, engineering factors or considerations of community standards and custom would reasonably allow for a departure from the standards for geometric design with respect to bridges established by the American Association of State Highway and Transportation Officials or by the Department of Transportation, the department may approve exceptions to such standards without waivers.

(b) In choosing between the rehabilitation of an existing bridge and the construction of a new bridge, whether on the existing location or on a new location, the department and any affected municipality shall weigh the following factors:

- (1) The functional classification of the highway;
- (2) the load capacity and geometric constraints of the bridge within its existing footprint and the availability of alternative routes;
- (3) the comparative long-term costs, risks and benefits of rehabilitation and new construction;
- (4) the requirements of state standards for geometric design;

**LEGISLATION**

- (5) disruption to homes and businesses;
- (6) environmental impacts;
- (7) the potential effects on the local and state economies;
- (8) cost-effectiveness;
- (9) mobility;
- (10) safety, as determined by factors such as accident history for motorists, pedestrians and bicyclists; and
- (11) the impact on the historic, scenic and aesthetic values of the municipality in which the bridge is or may be located.

(c) The department shall implement policies and programs to allow municipal governments to develop projects or construct projects, or both, in consultation with the department, in accordance with federal laws and regulations if federal funds are used.

(d) The state or a municipality, any state or municipal agency or any employee thereof or any engineer retained in connection with a bridge project shall not be liable for any injury or damage to any person or property caused by the selection of design standards that enable an existing bridge, which was initially constructed not less than twenty-five years prior to the effective date of this act, to be repaired or rehabilitated in substantially the same configuration that existed before such repair or rehabilitation, provided nothing in this subsection shall be construed to relieve the state, any municipality or any person from liability under section 13a-144 or 13a-149 of the general statutes arising out of structural or design defects in any such bridge or negligence in the maintenance, repair or rehabilitation of any such bridge.

**Sec. 2.** (a) The Commissioner of Transportation shall, in cooperation with the Southeastern, Connecticut River Estuary and South Central Regional Planning Agencies, conduct a study of the transportation demands and needs of the southeast corridor of the state. The commissioner shall assess such demands and needs of the region from Branford, Connecticut to the Connecticut-Rhode Island state line which shall include Interstate Route 95, U.S. Route 1, the Shoreline East railroad line, regional bus systems and ferry services. He shall develop travel demand for the period from 1998 to 2008. In conducting such study, the commissioner shall (1) consider options with respect to financing the maintenance of the current transportation system and future capital improvements to such system, (2) evaluate travel demand management strategies and make recommendations with respect to the utilization of such strategies in the southeast corridor of the state, (3) identify intrastate transportation opportunities and impediments, (4) assess the interregional services of the three regional transportation plans, (5) develop a plan of action to integrate such intermodal and interregional opportunities into the corridor transportation system, and (6) develop marketing strategies to promote usage of the Shoreline East railroad line and commuter parking facilities. The commissioner, in evaluating such strategies and opportunities, shall consider existing and future fiscal resources, environmental constraints, safety of the traveling public and the need for maintenance and congestion relief. In conducting such study, the commissioner shall also seek input on a regular basis from industry and civic groups and other interested parties with an interest in conducting such an assessment.

(b) Not later than January 1, 1999, the commissioner shall submit a report on his findings and recommendations to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, in accordance with the provisions of section 11-4a of the general statutes.

Approved June 24, 1997

**LEGISLATION****PUBLIC ACT 87-584****AN ACT CONCERNING MUNICIPAL ASSISTANCE AND  
ESTABLISHING A LOCAL PROPERTY TAX RELIEF TRUST FUND**

**Sec. 15.** The Department of Transportation shall conduct a state-wide study of town roads and bridges in which the Department shall evaluate and catalog the following:

(1) The age of such roads and bridges; (2) the physical condition of such roads and bridges; (3) the present and future use of such roads and bridges; and (4) the cost of repairing, reconstructing and maintaining such roads and bridges. The Department of Transportation shall provide each municipality in the state with the information collected by the department while cataloging and evaluating such roads and bridges. The Department of Transportation shall, on the basis of such information, recommend a priority list of town road and reconstruction projects. The Department shall submit a report of its findings and recommendations to the governor and the joint standing committees of the general assembly on finance, revenue and bonding and on transportation on or before January 15, 1988.

**CGS CHAPTER 467a****FLOOD MANAGEMENT**

**Sec. 25-68b. Definitions.** As used in sections 25-68b to 25-68h, inclusive:

(1) "Activity" means any proposed state action in a floodplain or that impacts natural or man-made storm drainage facilities, including, but not limited to, the following: (a) Any structure, obstruction or encroachment proposed for emplacement within the floodplain area; (b) any proposal for site development which increases peak runoff rates; (c) any grant or loan which affects land use, land use planning or the disposal of state properties in floodplains, or (d) any program regulating flood flows within the floodplain;

(2) "Base flood" means that flood which has a one per cent chance of being equaled or exceeded in any year, as defined in regulations of the National Flood Insurance Program (44 CFR 59 et seq.) or that flood designated by the commissioner pursuant to section 25-68c. Any flood so designated by the commissioner shall have at least a one per cent chance of being equaled or exceeded in any year. Such flood may be designated as the A or V zones on maps published by the National Flood Insurance Program. The "base flood for a critical activity" means the flood that has at least a .2 per cent chance of being equaled or exceeded in any year. Such flood may be designated as the B zone on maps published for the National Flood Insurance Program;

(3) "Commissioner" means the Commissioner of Environmental Protection;

(4) "Critical activity" means any activity, including, but not limited to, the treatment, storage and disposal of hazardous waste and the siting of hospitals, housing for the elderly, schools or residences, in the .2 per cent floodplain in which the commissioner determines that a slight chance of flooding is too great;

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(5) "Floodplain" means that area located within the real or theoretical limits of the base flood or base flood for a critical activity;

(6) "Flood-proofing" means any combination of structural or nonstructural additions, changes or adjustments which reduce or eliminate flood damage to real estate or improved real property, to water and sanitary facilities, and to structures and their contents;

(7) "Freeboard" means a safety factor, expressed in feet above a calculated flood level, that compensates for unknown factors contributing to flood heights greater than the calculated height, including, but not limited to, ice jams, debris accumulations, wave actions, obstructions of bridge openings and floodways, the effects of urbanization on the hydrology of a watershed, loss of flood storage due to development and sedimentation of a watercourse bed.

(P.A. 84-536, S. 1.)

**Sec. 25-68c. Powers and duties of commissioner.** The commissioner shall have the following powers and duties under sections 25-68b to 25-68h, inclusive:

(1) To coordinate, monitor and analyze the floodplain management activities of state and local agencies;

(2) To coordinate flood control projects within the state and be the sole initiator of a flood control project with a federal agency;

(3) To act as the primary contact for federal funds for floodplain management activities sponsored by the state;

(4) To regulate actions by state agencies affecting floodplains except conversion by The University of Connecticut of commercial or office structures to an educational structure;

(5) To designate a repository for all flood data within the state;

(6) To assist municipalities and state agencies in the development of comprehensive floodplain management programs;

(7) To determine the number and location of state-owned structures and uses by the state in the floodplain and to identify measures to make such structures and uses less susceptible to flooding including flood-proofing or relocation;

(8) To mark or post the floodplains within lands owned, leased or regulated by state agencies in order to delineate past and probable flood heights and to enhance public awareness of flood hazards;

(9) To designate the base flood or base flood for a critical activity where no such base flood is designated by the National Flood Insurance Program. The commissioner may add a freeboard factor to any such designation;

(10) To require that any flood control project be designed to provide protection equal to or greater than the base flood.

(P.A. 84-536, S. 2; P.A. 95-230, S. 44, 45.)

History: P.A. 95-230 amended Subdiv. (4) to add exception for The University of Connecticut, effective June 7, 1995.

**LEGISLATION****Sec. 25-68d. Certification of activity or critical activity within or affecting the floodplain.**

**Exemption.** (a) No state agency shall undertake an activity or a critical activity within or affecting the floodplain without first obtaining approval from the commissioner of a certification submitted in accordance with subsection (b) or exemption by the commissioner from such approval in accordance with subsection (d).

(b) Any state agency proposing an activity or critical activity within or affecting the floodplain shall submit to the commissioner information certifying that:

(1) The proposal will not obstruct flood flows or result in an adverse increase in flood elevations, significantly affect the storage or flood control value of the floodplains, cause an adverse increase in flood velocities, or an adverse flooding impact upon upstream, downstream or abutting properties, or pose a hazard to human life, health or property in the event of a base flood or base flood for a critical activity;

(2) The proposal complies with the provisions of the National Flood Insurance Program (44 CFR 59 et seq.), and any floodplain zoning requirements adopted by a municipality in the area of the proposal and the requirements for stream channel encroachment lines adopted pursuant to the provisions of section 22a-342;

(3) The agency has acquired, through public or private purchase or conveyance, easements and property in floodplains when the base flood or base flood for a critical activity is elevated above the increment authorized by the National Flood Insurance Program or the flood storage loss would cause adverse increases in such base flood flows;

(4) The proposal promotes long-term nonintensive floodplain uses and has utilities located to discourage floodplain development;

(5) The agency has considered and will use to the extent feasible flood-proofing techniques to protect new and existing structures and utility lines, will construct dikes, dams, channel alterations, seawalls, breakwaters or other structures only where there are no practical alternatives and will implement stormwater management practices in accordance with regulations adopted pursuant to section 25-68h; and

(6) The agency has flood forecasting and warning capabilities consistent with the system maintained by the National Weather Service and has a flood preparedness plan.

(c) The commissioner shall make a decision either approving or rejecting a certification within ninety days of receipt of such certification, except that in the case of an exemption any decision shall be made within ninety days of the close of the hearing. If a certification is rejected, the agency shall be entitled to a hearing in accordance with the provisions of sections 4-176e, 4-177, 4-177c and 4-180.

(d) Any state agency proposing an activity or critical activity within or affecting the floodplain may apply to the commissioner for exemption from the provisions of subsection (b). Such application shall include a statement of the reasons why such agency is unable to comply with said subsection and any other information the commissioner deems necessary. The commissioner, after public notice of the application and an opportunity for a public hearing in accordance with the provisions of chapter 54, may approve such exemption if he determines that (1) the agency has shown that the activity or critical activity is in the public interest, will not injure persons or damage property in the area of such activity or critical activity, complies with the provisions of the National Flood Insurance Program, and, in the case of a loan or grant, the recipient of the loan or grant has been informed that increased flood insurance premiums may result from the activity or critical activity or (2) in the case of a flood control project, such project meets the criteria of subdivision (1) and is more cost-effective to the state and municipalities than a project constructed to or above the base flood or base flood for a critical activity. Following approval for exemption for a flood control project, the commissioner shall provide notice of the hazards of a flood

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greater than the capacity of the project design to each member of the legislature whose district will be affected by the project and to the following agencies and officials in the area to be protected by the project: The planning and zoning commission, the inland wetlands agency, the director of civil defense, the conservation commission, the fire department, the police department, the chief elected official and each member of the legislative body, and the regional planning agency. Notice shall be given to the general public by publication in a newspaper of general circulation in each municipality in the area in which the project is to be located.

(e) The failure of any agency to comply with the provisions of this section or any regulations adopted pursuant to section 25-68c shall be grounds for revocation of the approval of the certification.

(f) The provisions of this section shall not apply to any proposal by the department of transportation for a project within a drainage basin of less than one square mile.

(P.A. 84-536, S. 3; P.A. 88-317, S. 87, 107.)

History: P.A. 88-317 added references in Subsec. (c) to Secs. 4-176e, 4-177c and 4-180, effective July 1, 1989, and applicable to all agency proceedings commencing on or after that date.

**Sec. 25-68e. Suspension.** The provisions of sections 25-68b to 25-68h, inclusive, and any regulations adopted thereunder may be suspended by the commissioner during any disaster emergency proclaimed by the Governor pursuant to section 28-9a or during an emergency declaration or major disaster declaration declared by the President of the United States under Public Law 93-288.

(P.A. 84-536, S. 4.)

**Sec. 25-68f. Floodplain designation.** Where more than one flood zone has been designated for an area, the most stringent designation shall be used in fulfilling the provisions of sections 25-68b to 25-68h, inclusive.

(P.A. 84-536, S. 5.)

**Sec. 25-68g. Immunity.** The state, any municipality or any officer or employee thereof shall not be liable for any damage resulting from reliance on any decision made pursuant to section 25-68d.

(P.A. 84-536, S. 6.)

**Sec. 25-68h. Regulations.** The commissioner shall adopt regulations in accordance with the provisions of chapter 54 to implement the provisions of sections 25-68b to 25-68h, inclusive. Such regulations shall include, but not be limited to, (1) standards for stormwater management and flood flows and (2) procedures for certification or exemption of a proposal in accordance with section 25-68d.

(P.A. 84-536, S. 7.)

## **APPENDIX 4 - REGULATIONS**

**STATE OF CONNECTICUT  
REGULATIONS  
OF  
DEPARTMENT OF TRANSPORTATION  
CONCERNING  
LOCAL BRIDGE PROGRAM**

### **Sec. 13a-175u-1. Definitions**

The following terms shall have the following respective meanings:

- (a) "AASHTO" means the American Association of State Highway and Transportation Officials, 444 North Capitol Street, N.W., Suite 249, Washington, D.C. 20001.
- (b) "AENGLC" means as of the date grant percentages are determined in accordance with Section 3 of these regulations, the adjusted equalized net grand list per capita of a town prepared as of the immediately preceding January 1 by the State pursuant to Section 10-261 of the General Statutes.
- (c) "Bridge design requirements" means the design requirements for a span established by the "Standard Specifications for Highway Bridges" of AASHTO and, in addition, the following:
- (1) minimum life expectancy of 20 years after construction completion;
  - (2) an HS-20 limit for a newly constructed or rehabilitated span, except that a municipality may approve a lesser load limit for a rehabilitated span so long as such load limit is not less than a 12-ton single unit load limit;
  - (3) compliance with DOT guidelines for fatigue of existing structural elements;
  - (4) guide railings of a safe design at the leading end of a span;
  - (5) upgrading of existing parapet and traffic railings to AASHTO standards.
- (d) "Bridge" means a structure with defined abutments with a distance between the faces of abutments of 6 feet or more, measured along the centerline of the bridge, and whose superstructure is integral with the roadway.
- (e) "Coding Guide" means the "Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges", dated December 1995, as may be updated from time to time, prepared by the Federal Highway Administration.
- (f) "Commissioner" means the Commissioner of the Department of Transportation.
- (g) "Commitment to fund" means a commitment issued to a municipality by the Commissioner to fund the project costs of an eligible bridge project through a project grant, a project loan, or both, in accordance with Section 5 of these regulations.

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(h) "Condition rating of substructure" means the numerical rating of from 0 to 9 applicable to the substructure of a bridge determined in accordance with the criteria set forth in the Coding Guide.

(i) "Condition rating of superstructure" means the numerical rating of from 0 to 9 applicable to the condition of the superstructure of a bridge determined in accordance with the criteria set forth in the Coding Guide.

(j) "Construction contract" means an agreement between a municipality and a contractor whereby the contractor undertakes to complete the removal, replacement, reconstruction, rehabilitation or improvement of an eligible bridge.

(k) "Culvert" means (a) a box culvert with a distance between the faces of side walls of 6 feet or more whose superstructure is not integral with the roadway, or (b) a concrete or metal arched structure or a metal plate pipe structure with an interior span length of 6 feet or more. A prefabricated metal, concrete or other pipe culvert does not constitute a "culvert".

(l) "Culvert condition rating" means the numerical rating of from 0 to 9 applicable to the condition of a culvert determined in accordance with the criteria set forth in the Coding Guide.

(m) "Deck condition rating" means the numerical rating of from 0 to 9 applicable to the condition of the deck of a bridge determined in accordance with the criteria set forth in the Coding Guide.

(n) "Eligible bridge" means:

- (1) a bridge which has a condition rating of 4 or less given to any of the following components: superstructure, substructure, or deck condition, or an appraisal rating of 2 or less given to the structure evaluation or waterway adequacy, or
- (2) a culvert with a culvert condition rating of 4 or less.

(o) "Eligible bridge project" means the removal, replacement, reconstruction, rehabilitation or improvement of an eligible bridge by one or more municipalities.

(p) "Factor" means the number equal to the following:

$$\frac{(\text{High AENGLC} - \text{Low AENGLC})}{23}$$

(q) "Filing date" means with respect to any fiscal year the filing date set forth in Section 5 of these regulations.

(r) "Fiscal year" means the fiscal year of the State.

(s) "Grant percentage" means the number equal to the following:

$$33 - \frac{(\text{Municipal AENGLC} - \text{Low AENGLC})}{\text{Factor}}$$

(t) "High AENGLC" means the AENGLC of a town which is higher than the AENGLC of any other town.



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(u) "Inventory rating in tons" means the numerical rating denoting the safe sustained load capacity of a structure, determined in accordance with the Load Factor Method described in the Manual For Condition Evaluation Of Bridges. The live load used in the analysis shall be the MS18 (HS 20) truck or lane loading, whichever controls.

(v) "Local bridge revolving fund" means the local bridge revolving fund created under Section 13a-175r of the Connecticut General Statutes.

(w) "Low AENGLC" means the AENGLC of a town which is lower than the AENGLC of any other town.

(x) "Managing municipality" means the municipality designated by those municipalities filing joint preliminary and supplemental applications pursuant to Section 5 of these regulations to act as the municipalities' liaison with the Department of Transportation and to coordinate the efforts of such municipalities in undertaking and completing an eligible bridge project.

(y) "Manual For Condition Evaluation Of Bridges" means the most recent edition of the "Manual For Condition Evaluation Of Bridges, 1994", dated September 1996, with interim revisions as may be updated from time to time, prepared by the AASHTO Subcommittee On Bridges And Structures, and published by AASHTO.

(z) "Municipality" means any town, city, borough, consolidated town and city, consolidated town and borough, district or other political subdivision of the State, owning or having responsibility for the maintenance of all or a portion of an eligible bridge.

(aa) "Municipal AENGLC" means the AENGLC of a municipality, but if no AENGLC is determined for the municipality, then it is the AENGLC of the town in which the municipality is located.

(bb) "Municipal official" means the chief elected official, town manager, city manager, or other official of a municipality duly authorized to act on behalf of such municipality in connection with the local bridge program.

(cc) "Physical condition" means the physical condition of a span based on its structural deficiencies, sufficiency rating and load capacity all as determined by the Commissioner.

(dd) "Preliminary application" means an application prepared in accordance with subsections (a), (b), and (c) of Section 5 of these regulations.

(ee) "Priority list of eligible bridge projects" means the priority list determined in accordance with Section 2 of these regulations.

(ff) "Professional engineer" means a professional engineer licensed by the State of Connecticut.

(gg) "Priority rating" as determined by the Commissioner means:

(1) with respect to a bridge, the number equal to the following:

$$SR - 2[1 - (\underline{DC + SUB + SUP})] - 4[1 - (\underline{IR})]$$

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"SR" means sufficiency rating  
 "DC" means deck condition rating  
 "SUB" means condition rating of substructure  
 "SUP" means condition rating of superstructure  
 "IR" means inventory rating in tons

(2) with respect to a culvert, the number equal to the following:

$$SR - 2\left[1 - \frac{(CUL)}{9}\right] - 4\left[1 - \frac{(IR)}{36}\right]$$

"SR" means sufficiency rating  
 "CUL" means culvert condition rating  
 "IR" means inventory rating in tons

(hh) "Project costs" means the costs of an eligible bridge project determined by the Commissioner to be necessary and reasonable.

(ii) "Project grant" means a grant-in-aid made to a municipality pursuant to Section 13a-175s of the Connecticut General Statutes.

(jj) "Project grant agreement" means a grant agreement between the State and a municipality with respect to a project grant.

(kk) "Project loan" means a loan made to a municipality from the local bridge revolving fund and evidenced by the municipality's project loan obligation.

(ll) "Project loan agreement" means a loan agreement with respect to a project loan as provided for in subsection (c) of Section 13a-175s of the Connecticut General Statutes.

(mm) "Project loan obligation" means an obligation of a municipality issued to evidence indebtedness under a project loan agreement and payable to the State for the benefit of the local bridge revolving fund.

(nn) "Public emergency" means a situation in which the physical condition of a bridge requires it to be closed or its load limit to be reduced substantially resulting in the isolation of, or a significant delay in the availability of emergency vehicle service to, people to such an extent that the safety of such people is jeopardized.

(oo) "Rehabilitation" means the improvement of an existing span in such manner as to preserve the existence of all or any portion of such span.

(pp) "Span" means a bridge or culvert.

(qq) "Structure evaluation" means the overall rating of the structure which takes into account all major structural deficiencies, and evaluates a bridge in relation to the level of service it provides, as compared with a new bridge built to current standards.

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(rr) "Sufficiency rating" means the sufficiency rating of a span determined in accordance with the criteria set forth in the Coding Guide.

(ss) "Supplemental application" means the application described in subsection (e) of Section 5 of these regulations.

(tt) "Waterway adequacy" means the appraisal of the adequacy of waterway opening with respect to the passage of flow through the bridge.

(Effective October 24, 1984; amended October 7, 1999)

**Sec. 13a-175u-2. Priority List of Eligible Bridge Projects**

(a) As of July 1 of each fiscal year, the Commissioner shall establish a priority rating for each bridge or culvert which is located within one or more municipalities, and is owned in whole or in part by a municipality. Each such priority rating shall be based upon the then most recently available data obtained by or submitted to and accepted by the Commissioner.

(b) As of July 1 of each fiscal year, the Commissioner shall rank all spans for which a completed Preliminary Application has been received in the order of their priority ratings, with the span having the lowest priority rating being ranked first and the span having the highest priority rating being ranked last. The list so determined shall constitute the priority list of eligible bridge projects for the then current fiscal year.

(c) Notwithstanding the provisions of subsection (b) of this section, upon receipt by the Commissioner of an application of a municipality, which application shall include all necessary supporting data, the Commissioner may disregard the priority list of eligible bridge projects and issue a commitment to fund an eligible bridge project if a public emergency exists with respect to such project.

(Effective October 24, 1984; amended October 7, 1999)

**Sec. 13a-175u-3. Grant Percentage**

(a) As of March 1 of each fiscal year, the Commissioner shall determine a grant percentage for each town. The grant percentage of a town shall be applicable to any municipality located in such town.

(b) The grant percentage of a municipality determined as of March 1 of each fiscal year shall be used to determine the amount of the project grant for which a municipality would be eligible under a commitment to fund issued during the next succeeding fiscal year.

(Effective October 24, 1984; amended October 7, 1999)

**Sec. 13a-175u-4. Project Costs**

(a) The Commissioner shall fund through project grants and project loans only those costs of an eligible bridge project which he finds necessary and reasonable. A cost is necessary and reasonable if, in its nature or amount, it does not exceed that which would be incurred by a prudent person in the

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conduct of a competitive business. In determining the necessity and reasonableness of a given cost, the Commissioner shall consider the following:

- (1) whether the cost is of a type generally recognized as reasonable and necessary for the performance of the project taking into account established contracting or construction practices;
- (2) restraints or requirements imposed by such factors as generally accepted sound business practices, Federal and state laws and regulations, and contract terms and specifications;
- (3) generally accepted accounting practices and principles appropriate under the circumstances;
- (4) whether the cost would be incurred by a prudent businessman under the circumstances, considering his responsibilities to the owners of his business, his employees, his customers, the government, and the public at large; and
- (5) any limitations or exclusions set forth in these regulations or the applicable project grant agreement or project loan agreement.

(b) In any given project the reasonableness or necessity of certain items of cost may be difficult to determine. In order to avoid a possible subsequent disallowance or dispute based on a cost being found unnecessary or unreasonable, a municipality may seek advance approval from the Commissioner as to the treatment to be accorded such cost.

(c) Those items of cost which ordinarily will be considered eligible project costs include:

- (1) preliminary engineering activities, including engineering studies undertaken to determine whether a bridge is eligible for inclusion on the priority list of eligible bridge projects, provided that the aggregate cost thereof does not exceed 15% of the construction costs of the project;
- (2) property acquisition;
- (3) construction engineering services including inspection and materials testing, provided that the cost thereof does not exceed 15% of the construction costs of the project;
- (4) construction costs;
- (5) municipally owned utility adjustment and relocation costs; and
- (6) in the case where a municipality undertakes a project using its own labor, equipment and material, the following:
  - (A) payroll costs of municipal employees working on the project;
  - (B) burden and fringe costs, such as FICA, vacation pay, sick leave pay, and pension contributions, of such employees so long as such costs can be audited;
  - (C) documented costs of materials;
  - (D) costs per hour of an item of equipment so long as such costs can be audited; if such costs cannot be audited then the then current equipment charges published by the Federal Emergency Management Agency.

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(d) Any project costs incurred prior to the start of construction of an eligible bridge project will be eligible for reimbursement so long as actual construction of the project for which such costs were incurred commences no earlier than the date upon which the Commissioner issues a commitment to fund the project.

(e) Those items of cost which ordinarily will not be eligible for local bridge program funding include:

- (1) administration, including the wages or salaries of municipal employees not working directly on the project;
- (2) overhead costs of a municipality performing construction on its own account; and
- (3) interim or final audits.

(Effective October 24, 1984; amended October 7, 1999)

**Sec. 13a-175u-5. Application For Project Grants and Project Loans; Issuance of Commitments to Fund**

(a) A municipality must file a completed preliminary application with the Commissioner on or before March 1 in each fiscal year, unless otherwise extended by the Commissioner, in order to be eligible to receive a commitment to fund during the fiscal year next following such date.

(b) Any municipality which submits a completed preliminary application and which does not receive a commitment to fund as provided in subsection (a) of this section shall be required to resubmit such preliminary application for it to be reconsidered for funding during the next succeeding fiscal year, or shall notify the Commissioner in writing that the municipality wants such preliminary application as previously submitted to be so reconsidered.

(c) A preliminary application shall provide all information requested by the Commissioner on the Preliminary Application form.

(d) Following each filing date the Commissioner shall rank in the order of the priority list of eligible bridge projects then in effect each preliminary application which is complete. On or before June 30 of the then current fiscal year, the Commissioner shall issue commitments to fund, in the order of such priority list, each eligible bridge project the construction of which is scheduled to commence within the next succeeding fiscal year, to the extent moneys therefore are available, provided, however, that a municipality may request a waiver of the construction commencement date from the Commissioner if justification can be provided for not commencing construction of an eligible bridge project within the next succeeding fiscal year. However, for eligible projects for which the preliminary application was filed on or before October 1, 1984, or such later date as may be established by the Commissioner, commitments to fund shall be issued by the Commissioner within 90 days of such date.

(e) A commitment to fund shall lapse (1) as to a project loan or a project grant if the municipality's supplemental application as filed with the Commissioner contains estimated project costs in excess of those set forth in the municipality's preliminary application and insufficient moneys remain to fund the amount of the project loan or project grant or both, as the case may be, being requested, or (2) a

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municipality fails to file with the Commissioner within 270 days of the date its commitment to funds issued, unless any such date is extended by the Commissioner for good cause shown, a completed supplemental application which shall contain all information requested by the Commissioner on the Supplemental Application form.

(f) In the case of an eligible bridge project involving more than one municipality, only one preliminary application and one supplemental application shall be filed. Each such application shall contain all the information required by these regulations with respect to each participating municipality and the preliminary application shall designate the managing municipality.

(Effective October 24, 1984; amended October 7, 1999)

**Sec. 13a-175u-6. Funding**

(a) After a supplemental application is deemed complete by the Commissioner he shall enter into a project loan agreement or a project grant agreement or both, as the case may be, with the filing municipality, pursuant to which the State shall, on the date all of the conditions precedent to funding are met, pay to the municipality the project grant or make the project loan, or both.

(b) Subject to the terms and conditions set forth in each project grant agreement and project loan agreement, the Commissioner shall be obligated to fund the amount of project costs equal to the sum of (1) the municipality's grant percentage multiplied by the project costs allocable to such municipality and (2) the project loan amount requested by the municipality up to 50% of the project costs allocable to it.

(c) In addition to any other conditions precedent to funding the project established by the Commissioner, each project grant agreement and project loan agreement shall include the following conditions precedent to funding, if applicable:

- (1) certified copies of all bids of contractors;
- (2) written justification for awarding the construction contract to any person other than the lowest bidder;
- (3) evidence that the municipality and contractor have entered into a legally binding construction contract;
- (4) the municipality has available to it, or has made arrangements satisfactory to the Commissioner to obtain, funds to pay that portion of the project costs for which it is legally obligated and which are not met by project loans or project grants;
- (5) the municipality has established a tax exempt proceeds fund account for the receipt and disbursement of the proceeds of project loans and project grants;
- (6) in any case in which an eligible bridge is owned or maintained by more than one municipality, evidence satisfactory to the Commissioner that all such municipalities are legally bound to complete their respective portions of such project; and

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(7) evidence that the legislative body of the municipality has held at least one public hearing on the eligible bridge project in accordance with subsection (b) of section 13a-175t of the Connecticut General Statutes.

(d) In addition to any other agreement of a municipality required by the Commissioner, each project grant agreement and project loan agreement shall contain the following agreements:

- (1) the municipality will commence construction of the project within 30 days after the date such agreement or agreements are entered into, unless otherwise extended by the Commissioner;
- (2) the municipality will complete such project no later than the date of completion set forth in its supplemental application, unless otherwise extended by the Commissioner;
- (3) the municipality will operate and maintain the eligible bridge properly after completion of such project.

(Effective October 24, 1984; amended October 7, 1999)

**Sec. 13a-175u-7. Project Completion**

(a) Upon completion of construction a municipality will (1) certify to the Commissioner that the project is completed and (2) forward to the Commissioner an audit of the project prepared by a certified public accountant.

(b) The Commissioner will review the audit and notify the municipality of any overpayment or underpayment of project costs by the State. In case of underpayment, the Commissioner shall as soon as practicable, but in no event later than 90 days after determining such underpayment, reimburse the municipality for such underpayment. In case of overpayment the municipality shall as soon as practicable but in no event later than 90 days after such notification, reimburse the State for such overpayment.

(c) Any interest earned by a municipality from the proceeds of a project grant or a project loan shall be expended by the municipality solely for transportation purposes within the municipalities.

(Effective October 24, 1984)







# CONNECTICUT DEPARTMENT OF TRANSPORTATION

James F. Sullivan, Commissioner



## **PRELIMINARY APPLICATION FOR THE LOCAL BRIDGE PROGRAM**

Preliminary application is hereby made by the Town/City/Borough of \_\_\_\_\_ for possible inclusion in the Local Bridge Program for Fiscal Year 2002 for the following structure:

Bridge Location: \_\_\_\_\_

Bridge Number: \_\_\_\_\_ Length of Span: \_\_\_\_\_ feet

Sufficiency Rating: \_\_\_\_\_ Priority Rating: \_\_\_\_\_

Evaluation & Rating Data Accomplished by State Forces: Yes \_\_\_\_\_ No \_\_\_\_\_

Evaluation & Rating Data Accomplished by Others: Yes \_\_\_\_\_ No \_\_\_\_\_  
(Professional Certification Required)

If Others, Name of Professional Engineer: \_\_\_\_\_

Connecticut Professional Engineers License Number: \_\_\_\_\_

Engineer's Address: \_\_\_\_\_

Description of Existing Condition of Structure: (attach description)

Description of Scope of Project: (attachment - Include 2 copies of preliminary plans and specifications).

Name of Municipal Official to Contact: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Telephone: \_\_\_\_\_ FAX: \_\_\_\_\_

E-mail: \_\_\_\_\_

### **Preliminary Cost Figures:**

Preliminary Engineering Fees (Include Breakdown of Fees) \$ \_\_\_\_\_  
(Not to Exceed 15% of Construction Costs)

Rights-of-Way Cost (If Applicable) \$ \_\_\_\_\_

Municipally Owned Utility Relocation Cost \$ \_\_\_\_\_

Estimated Construction Costs (Include Detailed Estimate) \$ \_\_\_\_\_

Construction Engineering (Inspection, Materials Testing) \$ \_\_\_\_\_  
(Not to Exceed 15% of Construction Cost)

Contingencies (10% of Construction Costs Only) \$ \_\_\_\_\_

Total Estimated Project Cost \$ \_\_\_\_\_



**Financial Aid Data:**

Federal Reimbursement (*Limited to qualifying bridges – See Appendix 1*)

Total Estimated Project Cost multiplied by 80%:

Project Reimbursement Request \$ \_\_\_\_\_

State Local Bridge Project Grant: (*Cannot be combined with Federal reimbursement*)

Allowable Grant Percentage \_\_\_\_\_% of Total Cost.

Project Grant Request \$ \_\_\_\_\_

State Local Bridge Project Loan: (*Maximum 50% of total project cost*)

Project Loan Request \$ \_\_\_\_\_

**Schedule:** (Anticipated Dates)

Public Hearing Conducted: \_\_\_\_\_

Design Completion: \_\_\_\_\_

Property Acquisition Completion: \_\_\_\_\_

Utilities Coordination Completion: \_\_\_\_\_

Construction Advertising: \_\_\_\_\_

Supplemental Application Submission: \_\_\_\_\_

Start of Construction: \_\_\_\_\_

Completion of Construction: \_\_\_\_\_

I hereby certify that the above is accurate and true, to the best of my knowledge and belief.

Signature: \_\_\_\_\_  
(Chief Elected Official, Town Manager, or other Officer Duly Authorized)

Date: \_\_\_\_\_

Return completed applications to: Mr. Stanley C. Juber  
Administrator of the Local Bridge Program  
Connecticut Department of Transportation  
2800 Berlin Turnpike, P.O. Box 317546  
Newington, Connecticut 06131-7546



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# COMMENT FORM

## Local Bridge Program Manual – FY 2002

In order to improve this manual for future users, your comments and suggestions would be greatly appreciated. What parts of the manual did you find:

Most helpful, and why? \_\_\_\_\_

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Least helpful, and why? \_\_\_\_\_

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Confusing? \_\_\_\_\_

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I would like more information on: \_\_\_\_\_

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General Comments: \_\_\_\_\_

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Fold along dotted line

Place  
Stamp  
Here

Stanley C. Juber  
Local Bridge Program, Room 3300  
Connecticut Department of Transportation  
PO Box 317546  
Newington, CT 06131-7546

Fold along dotted line