

# HIGHWAY BRIDGE PROGRAM (HBP) LIMITATIONS



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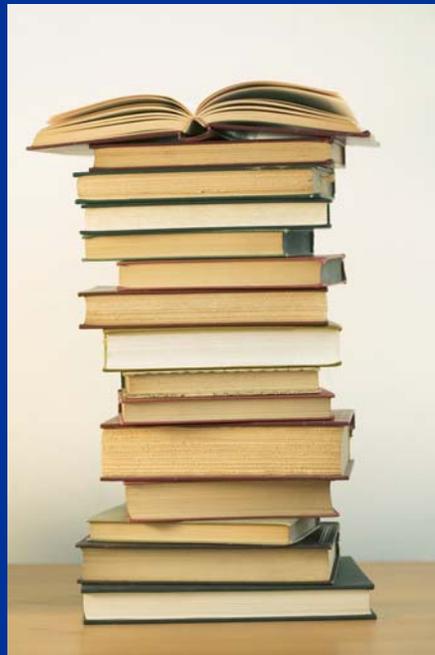
# Purpose of Program

The purpose of the federal Highway Bridge Program (HBP) is to provide a mechanism to fund the replacement or rehabilitation of structurally deficient or functionally obsolete, vehicular **bridges** on public roads.



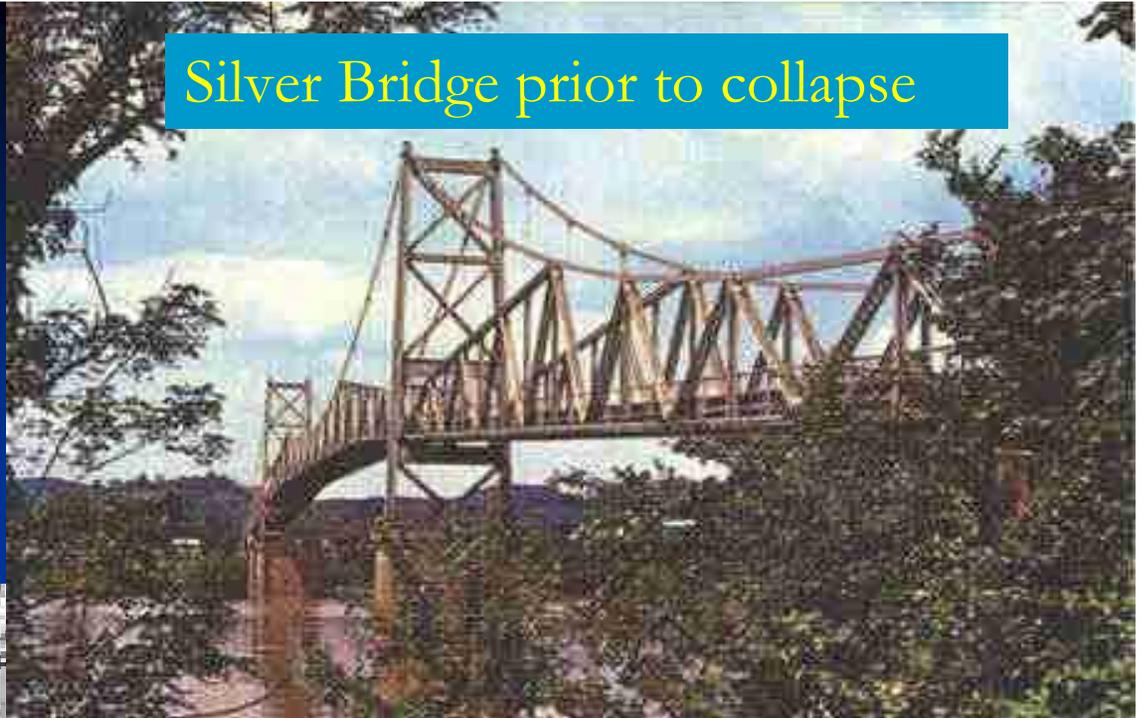
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# Short History of the HBP



Silver Bridge over the Ohio River between West Virginia and Ohio collapsed on Dec. 15, 1967.

Silver Bridge prior to collapse



And after

The collapse, during rush hour, caused the deaths of 46 people and injured 9 others.

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# Short History of the HBP

- Begun in reaction to the collapse of the Silver Bridge.
- The program was authorized as part of the Federal Highway Act of 1970 which implemented the NBIS and set aside funds (SBRP) to replace deficient bridges on the Federal-aid highway system.
- \$ 816.5 million (1970 – 1978) nationally for SBRP



# Surface Transportation Assistance Act of 1978

- Established the Highway Bridge Replacement and Rehabilitation Program (HBRRP)
- Included Off-System bridges in eligibility – (80% Federal / 20% Local) Funding Participation
- Mandated between 15% and 35% of funding be for Off-System bridges
- Allowed rehabilitation work
- \$ 4.2 billion (1978 – 1982) nationally for HBRRP



# Highway Improvement Act of 1982

- Continued the Highway Bridge Replacement and Rehabilitation Program (HBRRP)
- \$ 7.1 billion (1982 – 1986) nationally for HBRRP

# Surface Transportation and Uniform Relocation Assistance Act of 1987

- \$ 8.2 billion (1987 – 1991) nationally for HBRRP



# Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

- \$ 16.1 billion (1992 – 1998) nationally for HBRRP

# Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)

- \$ 20.4 billion (1999 – 2004) nationally for HBRRP



# Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

- Renamed the HBRRP to the Highway Bridge Program (HBP)
- Removed 35% limit for Off-System projects
- \$ 21.6 billion (2005 – 2009) nationally for HBP



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# Current Limitations on Funding

*By Federal Law*

*23 USC Section 144  
23 CFR Part 650 D*



## Limitations on Funding **By Federal Law**

- To be eligible for funding a bridge must:
  - Be Structurally Deficient or Functionally Obsolete
  - Have NBI Sufficiency Rating of 50 or less for replacement or 80 or less for rehabilitation
- For total replacement, a nominal amount of approach work sufficient to connect the new facility to existing roadway or to attainable touchdown points in accordance with good design practices is also eligible for funding.



## Limitations on Funding **By Federal Law**

- For rehabilitation, the costs to restore the structural integrity of the bridge, as well as to correct major safety defects are eligible.
- Whether a bridge is replaced or rehabilitated, the result should be that all deficiencies (structural and functional) should be corrected.
- A structure is ineligible for HBP funds for 10 years after any major reconstruction work.



## Limitations on Funding **By Federal Law**

- Items that are ineligible for funding under the HBP:
  - Cost of long approach fills, causeways, connecting roadways and other extensive earth structures, when constructed beyond the attainable touchdown points.
  - Costs that are not otherwise eligible for federal participation or the costs resulting from additional work performed solely at the request of a Local Government or other party.



# Current Limitations on Funding

*By FHWA Policy*



# Limitations on Funding **By FHWA Policy**

- Replacement for bridges with  $SR > 50$  is allowable if:
  - If an economic analysis shows that a replacement is more cost effective than rehabilitation. This analysis may be based on a life-cycle cost basis.
  - The bridge is a FS Flat Slab structure or a truss.
  - Good engineering practice and common sense are not good enough for this requirement. Get over it.



## Limitations on Funding **By FHWA Policy**

- Approach work for HBP projects limited to:
  - An average of 150 ft. approaches, or
  - No more than 25% of the bridge structure cost.
  - Mobilization, traffic handling, SW3P, removal of old structure, and approach rail are excluded from roadway cost for this purpose.
  - Detour cost ( Item 508 – Construct Detour) may be added to the structure costs
  - Bridge structure costs alone must be at least 50% of the eligible project costs.



# Current Limitations on Funding

*By TxDOT Policy*



# Limitations on Funding **By TxDOT Policy**

- Covered in Bridge Division Policy memo, sent to the District Engineers and dated October 16, 2002.
- Uses a spreadsheet with a formula based on the FHWA's limitations to determine an allowable amount of HBP (Category 6) funding.
- Project costs in excess of the allowable amount must be made up from other funding categories.
- Some allowances for off-system projects.



## Limitations on Funding **By TxDOT Policy**

- The costs of aesthetic enhancements should be should be commensurate with the location and surroundings of the structure and should be limited to an appropriate percentage of the project cost, usually no more than +/- 5%.
- Off-system bridges with ADT < 400, should be designed by **Chapter 6 - Special Facilities**, of the **Roadway Design Manual** to meet the conditions typical on the remainder of the roadway.



## Limitations on Funding **By TxDOT Policy**

- If there are any questions concerning eligibility of a project for the HBP or funding limitations, please contact your district's Bridge Project Manager at the Bridge Division as early in the project development process as possible to work out the details.
- Do not wait until the letting to resolve these issues.



# New Policy Directions



# New Policy Directions

- HBP can fund the entire project cost if:
  - You build the bridge to the elevation needed, not higher.
  - You use the minimum appropriate design criteria to transition the structure back to the existing alignment, then stop the project.
  - If you continue the approach roadway past this point, be prepared to pay for it with non-Category 6 funds.
  - Written justification will be required.
- Policy is not retroactive.





# Questions?

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Remember, no matter how squirrely things get around our office, your Bridge Project Manager is there to help!



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