

CONNECTICUT
DEPARTMENT OF TRANSPORTATION

LOCAL BRIDGE PROGRAM

FISCAL YEAR 2001



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About the cover: This year's cover features Bridge No. 04992, Ring's End Road over Gorham's Pond in the Town of Darien. This rehabilitation and upgrading project was designed by A.G. Lichtenstein & Associates, Inc., of Watertown. It was constructed by the Watertown Construction Company, with work beginning in October 1997, and completed in July 1999 at a construction cost of approximately \$1,449,200. 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. 84-254 (now known as Sections 13a-175p through 13a-175w of the Connecticut General Statutes) which 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.

The program was initially funded by the General Assembly through a combination of appropriations and bond sales over a period of several years. Investment income, interest earnings and loan repayments are also returned to the account. As much of the original funding has been distributed in grants, the funds available have diminished, and at some point in the future will be exhausted unless the General Assembly acts to replenish the fund.

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 vehicular 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. It may also include multiple pipes, which the clear distance between openings is less than half of the smaller contiguous opening. Prefabricated metal or concrete pipes less than 9 feet are excluded.

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 beneath a roadway embankment with no definite distinction between superstructure and substructure.

DEP: The Connecticut Department of Environmental Protection

Eligible Bridge: A bridge or culvert 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.

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 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.

ELIGIBILITY

To qualify for the program, 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. Bridges which have previously received funding under the Local Bridge Program are not eligible for another grant until at least 20 years after the completion of the earlier project.

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 "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). In the case of a culvert, it is considered structurally deficient if the overall condition of the culvert is rated as "poor" or below (a numerical rating of 4 or less).

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 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 (structural integrity) of the bridge. The sufficiency rating formula is a method of evaluating data 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 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, businesses, etc., due to a posted 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 which is comprised of 55% structural adequacy and safety, 30% serviceability and functional obsolescence, and 15% 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



4. Special Reductions
 $S_4 = 13\% \text{ max.}$

- 19 Detour Length
- 36 Traffic Safety Features
- 43 Structure Type, Main

Sufficiency Rating = $S_1 + S_2 + S_3 + S_4$

Sufficiency Rating shall not be less than 0% nor greater than 100%

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

<u>Code</u>	<u>Description</u>
N	NOT APPLICABLE
9	EXCELLENT Condition
8	VERY GOOD Condition - no problems noted
7	GOOD Condition - some minor problems
6	SATISFACTORY Condition - structural elements show some minor deterioration
5	FAIR Condition - all primary structural elements are sound, but may have minor section loss, cracking, spalling or scour.
4	POOR Condition - advanced section loss, deterioration, spalling or scour.
3	SERIOUS Condition - 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 Condition - 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 and the waterway adequacy, the following rating system is used:

<u>Code</u>	<u>Description</u>
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 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 13a-175p 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 biannual inspection 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 be deficient.

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 87-584 "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 by the Legislature. The Department recognizes that structures identified in the original study to be in fair condition or better, will experience continued degradation due to age and use. 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 information must be developed using the Federal Coding Guide, be signed and sealed by a registered professional engineer, and be submitted to the Department of Transportation for review and approval. If found to be deficient, the bridge will be included in the list of eligible bridges and priority ratings established, provided that the bridge has not received funding under the Local Bridge Program within the last 20 years. A bridge inspection report can 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.

As of July 1 of each year, the Commissioner establishes a priority list of eligible bridge projects. 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 limitations were not authorized for funding, may be resubmitted for funding consideration in a subsequent fiscal year.

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.

STATE FUNDING

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 not less than 10% to not more than 33% of the total cost of the project. This list is updated annually and grant percentages are adjusted accordingly.

Secondly, there has been established a fund known as the "Local Bridge Revolving Fund". Towns may apply for a loan covering up to 50% of the eligible project costs from that fund. Loans are made at an interest rate of 6% per annum payable quarterly, maturing no later than 10 years from the date of such obligation. Applications for loans and grants are made on a fiscal year basis. Applications will be evaluated only for those projects anticipated to be under construction that fiscal year. 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.

If the municipality submits all required documentation on schedule, funding for eligible projects is made available at the construction award stage. 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.*

Construction activity, including inspection and materials testing, utility coordination and payment for municipally-owned utility adjustments or relocations will be the responsibility of the town and will be eligible for funding as part of the construction cost. 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.

In the event of multiple municipal involvement in a bridge project, a decision must be made by the governing bodies of both or all municipalities as to the lead municipality relative to contact with the Department. The lead municipality will be responsible for coordination with other municipalities to obtain all requirements of the Statute, regulations and the Department's administrative document. Agreements between municipalities defining concurrence in the selection of the lead municipality must be submitted to the Department at pre-application stage. Subsequent agreements defining financial responsibility must be submitted at the formal application stage. Grants will be made for the project costs using each municipality's percentage as determined by formula for the percentage of cost attributable to each 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.

PROJECT DEVELOPMENT

The municipality is responsible for all phases of the project. This may include, but is not be limited to, survey studies, preliminary and final design, material testing, utility relocation, rights-of-way activities, permit acquisition, construction work, construction supervision and inspection. These activities may be accomplished either in-house by municipal staff, or by consulting engineers and contractors solicited for that purpose.

A project is initiated by the municipality determining that a bridge needs to be repaired or replaced because of its condition. 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. 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), 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.

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. This documentation should be retained in the project's file, and need not be submitted to 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 rehabilitation work. In any case, a minimum loading 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.

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 March 1, unless the deadline is extended by the Commissioner. 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". 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.

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.

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 major changes 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 Supplemental Application must be made on the 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 a recognized municipal official that property acquisition is complete or will be complete at the time construction starts.
- 4) By a recognized municipal official that public utility companies are aware of the project and prepared to relocate or adjust facilities as necessary to construct the project that estimates for the relocation or adjustment of municipally-owned utilities are realistic for the project need.

Upon review and acceptance of the supplemental application, the Department will prepare and forward a State/municipal agreement to the municipality for signatures. When the agreements are fully executed, a Tax Exempt Proceeds Fund account will be established and funded to the value of the grant (and loan if applicable). Once all administrative requirements are complete, the file will be sent to the Attorney General's office for a "closing". Upon conclusion of the closing, the funds in the account will be available to the municipality.

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.

REVIEW PROCESS

The DOT will perform two general administrative reviews. The first review will be the preliminary application when a commitment to fund is made. The second review will be when the municipality submits the information requested in the supplemental application. 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.

The Department requires plans and specifications to be submitted primarily for data collection purposes, so that the official files maintained on each bridge can be kept up to date. The Department does not review or approve any plans or specifications; that responsibility lies solely with the municipality.

Upon receipt of all requested data, ConnDOT will conduct an administrative review of the project, prepare and obtain signatures on a State/municipal agreement, and initiate a project closing for state funds to reimburse the municipality on the grant and/or loan basis. On approval of the agreement process, a voucher forwarding the grant and/or loan to the municipality will be prepared and funneled through the Bureau of Administration to the State Treasurer's Office for payment. Should the municipality opt to accomplish the construction using the "force account" method (municipal forces), 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.

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 "as-built" plans to the Department, to be included in the Bridge Safety unit's file on each bridge. The as-built 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 single 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 is 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.

GUIDELINES FOR OBTAINING FUNDS UNDER THE LOCAL BRIDGE PROGRAM

TIMELINE

The following guidelines chronologically outline those steps municipalities must follow to obtain funding under the Local Bridge Program. Please see Section 16 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.

1. Municipality submits a Preliminary Application (see attachment) to the State by the deadline (March 1 unless extended) to receive a Commitment to Fund by July 1 of the same year. If the deadline has been extended, the new deadline is generally 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 resubmit its preliminary application in a future fiscal year.
3. Municipal official signs and returns the Commitment to Fund letter to the State.
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 the Department's Web Site) within 270 days of the issuance of the commitment letter by State with the following:
 - (a) Final plans and specifications certified by a Connecticut Professional Engineer, including any design exceptions;
 - (b) Final estimates;
 - (c) Proposed schedule for bidding and commencement and completion of construction;
 - (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 forwards the project file to the Attorney General's office, and instructs the municipality to contact the Attorney General to set a date for the "closing".
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 set by the Attorney General:
 - (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;
 - (iii) Receipt for proceeds.
- 13. Upon satisfaction of above items, the Assistant Attorney General and the municipal counsel set date to close loan and/or grant. Upon completion of the closing, the funds are released to municipality.
- 14. 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.
- 15. 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.
- 16. 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.

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 and specifications 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 to contact.

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

Preliminary Cost Figures:

Preliminary Engineering Fees: The estimated cost of designing the project, include a breakdown of fees. This amount 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.

Construction Engineering: The estimated cost of engineering services needed during construction, such as construction inspection, materials testing, review of shop drawings, etc. This amount cannot 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:

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.

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).

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 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.

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

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

APPENDIX 1 - ELIGIBLE BRIDGES OVER 20 FEET

Bridge No	Town	Feature Carried	Feature Crossed	Deck	Superstructure	Substructure	Culvert	Structural Eval	Waterway	Sufficiency Rating	Priority Rating
05516	Ansonia	Jewett Street	Beaver Brook	4	4	5	N	4	6	45.26%	43.45%
04585	Ashford	Westford Hill Road	Mount Hope River	5	5	4	N	4	8	56.46%	55.50%
04474	Berlin	Farmington Avenue	Sebethe River	7	4	6	N	4	6	52.41%	51.11%
04181	Bethel	Walnut Hill Rd	Limekiln Brook	5	4	4	N	3	6	34.66%	32.07%
05170	Bethlehem	Falls Road	Nonnewaug Brook	N	N	N	2	2	4	28.63%	23.52%
04587	Bozrah	Bishop Road	Pearson's Brook	3	3	4	N	5	4	12.76%	9.95%
04194	Bridgeport	Capitol Avenue	Rooster River Overflow	6	5	5	N	5	8	85.05%	84.24%
04203	Bridgeport	Brewster Street	Ash Creek	4	4	5	N	2	7	30.48%	27.00%
04227	Bridgeport	Island Brook Avenue	Pequonnock River	4	5	6	N	5	7	82.74%	81.85%
05916	Burlington	Vineyard Road	Burlington Brook	4	5	6	N	5	7	65.65%	65.43%
04599	Canterbury	Gooseneck Hill Road	Cory Brook	7	4	5	N	4	6	57.67%	56.86%
04624	Coventry	Parker Bridge Road	Hop River	3	5	7	N	5	8	62.34%	61.12%
04630	Coventry	Brigham Road	Willimantic River	4	7	7	N	7	8	92.99%	92.88%
04631	Coventry	Merrow Road	Willimantic River	4	7	7	N	7	8	81.95%	82.17%
04175	Danbury	Rose Hill Avenue	Still River	5	4	6	N	4	6	66.36%	65.47%
04995	Darien	Old Tokeneke Road	Five Mile River	4	4	3	N	3	9	39.89%	38.48%
04501	East Windsor	Wapping Road	Ketch Brook	6	6	4	N	4	7	66.75%	71.82%
04503	Ellington	Windermere Avenue	Marsh Brook	2	4	3	N	3	6	63.05%	64.72%
04504	Ellington	Lower Butcher Road	Hockanum River	3	3	3	N	3	7	29.69%	27.80%
03697	Fairfield	Brookside Drive	Mill River	6	5	5	N	2	8	30.62%	26.69%
04201	Fairfield	Cornell Street	Rooster River	4	5	5	N	5	8	68.34%	67.38%

APPENDIX 1 - ELIGIBLE LOCAL BRIDGES OVER 20 FEET

04204	Fairfield	Mill Plain Road	Mill River (S.Bridge)	5	4	5	N	4	6	34.76%	32.13%
04952	Fairfield	Sturges Road	Mill River	3	6	7	N	5	8	74.83%	73.79%
04953	Fairfield	Duck Farm Road	Mill River	5	4	5	N	4	8	54.72%	52.53%
04956	Fairfield	Valley Road	Horse Tavern Brook	6	4	5	N	4	6	56.06%	54.95%
04957	Fairfield	Merritt Street	Horse Tavern Brook	7	4	5	N	3	6	40.85%	37.37%
04107	Glastonbury	Bell Street	Salmon Brook	4	4	7	N	4	7	49.41%	48.52%
04523	Granby	Simsbury Road	Bissell Brook	4	4	7	N	4	7	49.77%	48.88%
04526	Granby	Broad Hill Road	West Branch Salmon Brook	4	7	7	N	5	8	76.94%	76.27%
03954	Greenwich	Sound Beach Avenue	Cider Mill Brook	8	4	6	N	4	7	68.72%	69.94%
05011	Greenwich	Shore Road #1	Horseneck Brook	4	4	4	N	4	9	54.61%	53.50%
05012	Greenwich	Davis Avenue #2	Indian Harbor	6	6	3	N	3	6	26.14%	23.92%
05013	Greenwich	Comly Avenue	Byram River	3	7	7	N	4	9	81.98%	81.24%
04677	Groton	Gales Ferry Road	Great Brook	5	4	6	N	4	7	56.75%	55.53%
06003	Guilford	Vineyard Point Rd	Abandoned Trolley Line	4	4	7	N	4		53.36%	51.69%
06536	Guilford	Flat Meadow Road	West River Overflow	N	N	N	3	3	7	41.98%	40.65%
04686	Haddam	Clarkhurst Road	Clarkhurst Brook	2	3	0	N	0	8	21.00%	15.37%
04014	Hamden	Treadwell Street	Private Property	4	5	7	N	5	0	77.25%	76.77%
04127	Hamden	Skiff Street	Mill River	8	4	6	N	5	8	40.44%	38.77%
Bridge No	Town	Feature Carried	Feature Crossed	Deck	Superstructure	Substructure	Culvert	Structural Eval	Waterway	Sufficiency Rating	Priority Rating
04168	Hamden	Waite Street	Lake Whitney	3	5	4	N	4	7	20.43%	17.21%
04895	Hamden	River Road #2	Mill River	4	6	7	N	5	8	73.88%	73.14%
05058	Harwinton	Catlin Road	Harwinton Lake Spillway	3	3	3	N	3	7	15.73%	11.29%

APPENDIX 1 - ELIGIBLE LOCAL BRIDGES OVER 20 FEET

04712	Killingworth	River Road	Brook	4	7	7	N	5	7	76.88%	76.21%
04719	Lebanon	Waterman Road	Pease Brook	N	N	N	4	5	7	71.36%	70.25%
05180	Litchfield	High Bridge Road	Bantam River	5	5	3	N	3	9	38.74%	35.48%
05703	Litchfield	Knife Shop Road	Northfield Pond Brook	N	N	N	3	3	9	88.98%	87.65%
03793	Manchester	North Main Street	Hockanum River	4	4	6	N	4	7	43.51%	42.10%
05035	Middlebury	Long Meadow Road	Long Meadow Pond	4	4	5	N	4	7	84.63%	83.59%
03645	Milford	River Street	Wepawaug River	4	4	5	N	4	7	43.38%	41.57%
04094	Milford	Gulf Street	Gulf Pond	4	5	5	N	5	7	75.09%	73.79%
04741	Montville	Meeting House Lane	Cove River	6	6	4	N	4	6	50.61%	49.80%
03713	Naugatuck	Rubber Avenue	Long Meadow Pond Brook	5	4	6	N	4	6	60.99%	59.88%
04214	Naugatuck	Maple Street	Naugatuck River	4	4	4	N	4	7	48.44%	47.11%
04907	Naugatuck	Rubber Avenue Ext.	Long Meadow Pond Brook	3	6	7	N	4	7	66.45%	65.30%
04095	New Canaan	Old Norwalk Road	Five Mile River	7	4	6	N	4	9	52.79%	52.05%
03748	New Haven	State Street	Mill River	5	5	4	N	4	9	56.02%	51.06%
04258	New Milford	Wellsville Avenue	East Aspetuck River	3	4	6	N	4	6	46.15%	44.56%
05118	New Milford	Merryall Road	West Aspetuck River	4	4	4	N	4	6	57.83%	56.61%
05655	New Milford	Aspetuck Road	West Aspetuck River	4	7	7	N	6	6	79.94%	79.27%
01844	Newtown	Coverbridge Rd #2	Pond Brook	4	4	4	N	4	6	60.42%	59.53%
04289	Newtown	Currituck Road	Pond Brook	4	5	4	N	4	5	48.51%	48.81%
05150	Norfolk	River Place	Blackberry River	4	7	6	N	5	6	84.10%	83.36%
05971	Norfolk	Smith Road	Hall Meadow Brook	N	N	N	3	3	7	52.98%	51.65%
03961	North Haven	Spring Road	Muddy River	3	6	7	N	5	6	71.14%	69.88%
04153	Norwalk	Broad Street	Norwalk River	4	4	6	N	4	9	46.39%	41.43%
04154	Norwalk	Perry Avenue	Norwalk River	6	4	6	N	4	9	53.70%	48.89%
04160	Norwalk	Wall Street	Norwalk River	5	5	4	N	4	9	49.69%	44.73%

APPENDIX 1 - ELIGIBLE LOCAL BRIDGES OVER 20 FEET

04402	Plainfield	Brunswick Avenue #2	Moosup River	4	2	6	N	0	0	17.00%	11.89%
05344	Pomfret	Wolf Den Drive	Mashamoquet Brook	3	5	3	N	3	8	46.79%	44.27%
05350	Pomfret	Bosworth Road	Mashamoquet Brook	6	4	5	N	4	6	36.22%	34.33%
05663	Pomfret	Covell Road	Mary Jane Brook	5	4	5	N	3	7	34.94%	33.20%
05021	Redding	George Hull Hill Road	Saugatuck River	5	6	3	N	3	7	49.99%	51.92%
05023	Redding	Church Hill Road #1	Aspetuck River	5	4	5	N	4	7	30.72%	30.98%
05510	Ridgefield	Portland Avenue	Norwalk River	6	6	4	N	5	7	53.56%	52.86%
05887	Ridgefield	Mountain Road	Wataba Lake	5	3	5	N	3	6	34.71%	31.67%
05068	Roxbury	Wellers Bridge Road	Shepaug River	4	5	6	N	5	7	64.43%	64.32%
05889	Roxbury	Judd's Bridge Road	Lenevig Brook	N	5	4	N	4	7	70.97%	70.01%
04927	Shelton	Chamberlain Drive	Means Brook	N	N	N	4	4	7	69.78%	68.67%
04465	Southbury	River Road	Pomperaug River	4	5	6	N	4	9	81.63%	80.85%
Bridge No	Town	Feature Carried	Feature Crossed	Deck	Superstructure	Substructure	Culvert	Structural Eval	Waterway	Sufficiency Rating	Priority Rating
05392	Southington	Prospect Street	Eight Mile River	4	7	6	N	5	9	72.24%	71.17%
04778	Stafford	Leonard Road	Furnace Brook	4	5	6	N	5	8	62.63%	66.19%
02212	Stamford	Main Street No. 1	Rippowam River	2	2	3	N	2	3	31.72%	26.91%
03679	Stamford	Cold Spring Road	Rippowam River	4	4	3	N	3	7	48.95%	53.10%
03682	Stamford	South State Street #1	Rippowam River	N	6	4	N	4	6	50.77%	26.91%
04064	Stamford	Richmond Hill Avenue	Rippowam River	4	6	6	N	5	9	74.55%	73.51%
04170	Stamford	Soundview Avenue	brook	3	4	6	N	4	7	62.16%	59.35%
05008	Stamford	Farms Road	Mianus River	3	4	6	N	3	5	5.52%	1.71%
05043	Thomaston	Walnut Hill Rd #2	Northfield Brook	4	6	7	N	4	6	86.61%	86.42%

APPENDIX 1 - ELIGIBLE LOCAL BRIDGES OVER 20 FEET

05084	Torrington	Wall Street	E. Branch Naugatuck River	4	6	6	N	5	8	91.84%	92.25%
05087	Torrington	Duggan Road	E. Branch Naugatuck River	1	5	5	N	0	0	17.00%	11.81%
03934	Vernon	Vernon Avenue	Hockanum River	4	4	6	N	4	8	65.13%	64.39%
04573	Vernon	West Main Street	Hockanum River	4	5	6	N	5	7	80.63%	81.30%
04833	Wallingford	Tyler Mill Road	Muddy River	6	6	0	N	0	0	17.00%	11.89%
05038	Waterbury	Sheffield Street	Hancock Brook	0	3	5	N	1	6	32.00%	32.00%
04933	Weston	Old Redding Road	Aspetuck River	5	5	4	N	4	7	47.63%	46.22%
04962	Weston	Valley Forge Road	Saugatuck River	5	5	4	N	4	9	46.90%	45.49%
04971	Westport	Old Road #2	Sasco Brook	6	3	7	N	3	9	19.09%	15.61%
04986	Wilton	Sugar Hollow Road	Norwalk River	5	4	7	N	4	7	51.56%	49.97%
03986	Winchester	Wallens Street	Still River	4	6	7	N	4	8	75.86%	75.12%
04059	Winchester	Bridge Street	Mad River	4	7	6	N	5	6	93.69%	93.17%
04060	Winchester	Holabird Avenue	Still River	3	6	7	N	4	8	65.41%	63.71%
05127	Winchester	Case Avenue	Mad River	4	7	6	N	5	8	93.88%	93.36%
05129	Winchester	Division Street	Mad River	3	7	7	N	4	7	73.90%	73.71%
05131	Winchester	Sucker Brook Road	Sucker Brook-Spillway	4	7	7	N	4	7	91.12%	90.34%

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	N	4	4		60.84	59.51
001006	Andover	Lake Road	Brook	5	4	6	N	4		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		64.83	63.50
007019	Berlin	Middletown Road	Stream	5	4	5	N	4		49.78	48.59
007020	Berlin	Spruce Brook Road	Spruce Brook	6	3	5	N	3		38.67	37.48
008005	Bethany	Old Mill Road	Sargent River	5	5	4	N	4		29.53	26.68
009004	Bethel	Old Hawleyville Road	Limekiln Brook	6	4	6	N	5		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	4		64.83	63.79
022007	Canterbury	Cemetery Road	Peck Brook	5	5	3	N	3		41.26	40.00
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

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
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
031015	Cornwall	Flat Rocks Road #2	W.Branch Shepaug River	7	2	6	N	2		25.47	24.36
031016	Cornwall	Lake Road	Holenbeck River	N	N	N	4	4		62.84	61.51
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 Avenue	Parks Pond Brook	4	4	5	N	4		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
034041	Danbury	West Wooster Street	Blind Brook	3	4	4	N	4			
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		48.74	47.70

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
055010	Granby	Enders Road	Brook	6	4	5	N	4		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 (E)	Haleys Brook	4	4	7	N	4		53.36	52.25
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
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			
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			
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 Road	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 Rd	Fall Brook	N	N	N	0	0	8		
083006	Milford	Melba Street	Calf Pen Meadow Cr.	4	4	4	N	4		60.80	59.47
083013	Milford	Whealers 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 Rd	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

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
089014	New Canaan	Richmond Hill Road	Brook	3	2	3	6	2	7	14.22	13.33
091001	New Hartford	Farmington River Rd	Ratlum Brook	N	N	N	4	4		64.84	63.51
091004	New Hartford	West Hill Road	Brook	N	N	N	4	4		47.82	46.49
091009	New Hartford	West Hill Road	Finnak Brook	5	5	4	N	4		52.31	51.12
094007	New London	Howard Street	brook	4	4	4	6	4	7	60.25	59.36
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
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
096040	Newtown	Stony Brook 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
101002	No. 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 Rd.	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		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

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
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		65.20	63.87
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
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
164002	Windsor	Pioneer Drive	Hathaway Hollow Brook	N	N	N	4	4	9	72.19	70.86
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:

$$\begin{aligned} \text{HIGH AENGLC} &= \text{GREENWICH:} && \$269,067.68 \\ \text{LOW AENGLC} &= \text{BRIDGEPORT:} && \$7,290.13 \end{aligned}$$

$$\begin{aligned} \text{FACTOR} &= (\text{HIGH AENGLC} - \text{LOW AENGLC}) / (33-10) \\ &= \$269,067.68 - \$7,290.13 / 23 = 11,381.63 \end{aligned}$$

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

$$\text{Example: Andover \%} = 33 - (25,270.23 - \$7,290.13) / 11,381.63 = 31.42\%$$

TOWN	AENGLC	GRANT %
ANDOVER	25,270.23	31.42
ANSONIA	12,501.74	32.54
ASHFORD	17,837.24	32.07
AVON	86,318.34	26.06
BARKHAMSTED	30,557.70	30.96
BEACON FALLS	21,250.36	31.77
BERLIN	36,367.19	30.45
BETHANY	40,883.55	30.05
BETHEL	34,966.79	30.57
BETHLEHEM	34,340.85	30.62
BLOOMFIELD	32,158.53	30.82
BOLTON	27,912.65	31.19
BOZRAH	23,858.43	31.54
BRANFORD	39,671.62	30.15
BRIDGEPORT	7,290.13	33.00
BRIDGEWATER	76,269.38	26.94
BRISTOL	17,592.01	32.09
BROOKFIELD	50,361.84	29.22
BROOKLYN	14,850.66	32.34
BURLINGTON	33,797.38	30.67
CANAAN	47,781.85	29.44
CANTERBURY	15,232.76	32.30
CANTON	36,391.20	30.44
CHAPLIN	18,562.93	32.01
CHESHIRE	36,858.18	30.40
CHESTER	35,625.95	30.51
CLINTON	26,800.76	31.29
COLCHESTER	19,062.03	31.97
COLEBROOK	32,278.42	30.80

APPENDIX 2 - GRANT PERCENTAGES

TOWN	AENGLC	GRANT %
COLUMBIA	30,286.81	30.98
CORNWALL	107,355.35	24.21
COVENTRY	19,642.71	31.91
CROMWELL	25,751.76	31.38
DANBURY	30,830.80	30.93
DARIEN	253,222.67	11.39
DEEP RIVER	29,447.63	31.05
DERBY	17,707.78	32.08
DURHAM	28,128.59	31.17
EASTFORD	21,708.66	31.73
EAST GRANBY	46,007.89	29.60
EAST HADDAM	29,072.25	31.09
EAST HAMPTON	23,907.73	31.54
EAST HARTFORD	17,218.11	32.13
EAST HAVEN	16,285.52	32.21
EAST LYME	29,857.09	31.02
EASTON	105,900.91	24.34
EAST WINDSOR	23,502.65	31.58
ELLINGTON	21,912.30	31.72
ENFIELD	18,377.32	32.03
ESSEX	66,652.43	27.78
FAIRFIELD	68,032.79	27.66
FARMINGTON	67,392.67	27.72
FRANKLIN	27,779.03	31.20
GLASTONBURY	46,739.71	29.53
GOSHEN	58,467.94	28.50
GRANBY	34,812.46	30.58
GREENWICH	269,067.68	10.00
GRISWOLD	12,165.34	32.57
GROTON	19,610.68	31.92
GUILFORD	46,410.14	29.56
HADDAM	45,623.95	29.63
HAMDEN	20,681.54	31.82
HAMPTON	21,520.04	31.75
HARTFORD	7,352.66	32.99
HARTLAND	25,695.36	31.38
HARWINTON	31,387.90	30.88
HEBRON	26,090.45	31.35
KENT	44,520.11	29.73
KILLINGLY	13,178.37	32.48
KILLINGWORTH	32,028.19	30.83
LEBANON	20,835.02	31.81
LEDYARD	20,957.03	31.80
LISBON	16,091.92	32.23
LITCHFIELD	36,360.55	30.45

APPENDIX 2 - GRANT PERCENTAGES

TOWN	AENGLC	GRANT %
LYME	92,764.28	25.49
MADISON	67,917.45	27.67
MANCHESTER	20,054.04	31.88
MANSFIELD	8,796.68	32.87
MARLBOROUGH	28,752.43	31.11
MERIDEN	12,977.15	32.50
MIDDLEBURY	55,090.13	28.80
MIDDLEFIELD	26,938.69	31.27
MIDDLETOWN	21,594.15	31.74
MILFORD	31,479.55	30.87
MONROE	37,631.97	30.33
MONTVILLE	19,658.09	31.91
MORRIS	36,478.31	30.44
NAUGATUCK	16,376.41	32.20
NEW BRITAIN	8,068.89	32.93
NEW CANAAN	260,044.84	10.79
NEW FAIRFIELD	44,788.94	29.71
NEW HARTFORD	28,540.08	31.13
NEW HAVEN	7,781.79	32.96
NEWINGTON	27,129.82	31.26
NEW LONDON	8,429.71	32.90
NEW MILFORD	32,707.35	30.77
NEWTOWN	43,361.77	29.83
NORFOLK	44,896.66	29.70
NORTH BRANFORD	25,203.39	31.43
NORTH CANAAN	21,275.07	31.77
NORTH HAVEN	45,696.37	29.63
NORTH STONINGTON	25,424.48	31.41
NORWALK	46,248.49	29.58
NORWICH	12,988.94	32.50
OLD LYME	75,618.05	27.00
OLD SAYBROOK	67,616.88	27.70
ORANGE	62,632.81	28.14
OXFORD	29,654.33	31.04
PLAINFIELD	11,256.21	32.65
PLAINVILLE	20,442.49	31.84
PLYMOUTH	15,796.25	32.25
POMFRET	26,233.73	31.34
PORTLAND	24,015.31	31.53
PRESTON	17,699.46	32.09
PROSPECT	23,105.30	31.61
PUTNAM	12,744.78	32.52
REDDING	108,268.87	24.13
RIDGEFIELD	106,940.44	24.24
ROCKY HILL	34,944.59	30.57

APPENDIX 2 - GRANT PERCENTAGES

TOWN	AENGLC	GRANT %
ROXBURY	101,421.58	24.73
SALEM	25,267.10	31.42
SALISBURY	100,608.66	24.80
SCOTLAND	17,720.79	32.08
SEYMOUR	21,541.89	31.75
SHARON	79,566.62	26.65
SHELTON	35,261.63	30.54
SHERMAN	98,232.81	25.01
SIMSBURY	51,183.94	29.14
SOMERS	22,197.41	31.69
SOUTHBURY	46,694.47	29.54
SOUTHINGTON	27,085.78	31.26
SOUTH WINDSOR	34,572.52	30.60
SPRAGUE	17,120.36	32.14
STAFFORD	15,515.14	32.28
STAMFORD	61,726.69	28.22
STERLING	15,004.55	32.32
STONINGTON	42,042.30	29.95
STRATFORD	25,978.99	31.36
SUFFIELD	35,992.42	30.48
THOMASTON	20,979.30	31.80
THOMPSON	13,199.23	32.48
TOLLAND	25,574.37	31.39
TORRINGTON	16,798.56	32.16
TRUMBULL	51,117.39	29.15
UNION	28,757.38	31.11
VERNON	16,875.07	32.16
VOLUNTOWN	16,266.64	32.21
WALLINGFORD	26,200.32	31.34
WARREN	65,290.91	27.90
WASHINGTON	88,372.58	25.88
WATERBURY	9,982.73	32.76
WATERFORD	107,289.23	24.21
WATERTOWN	23,605.06	31.57
WESTBROOK	53,933.90	28.90
WEST HARTFORD	37,862.07	30.31
WEST HAVEN	13,852.13	32.42
WESTON	202,274.86	15.87
WESTPORT	216,861.26	14.59
WETHERSFIELD	31,663.58	30.86
WILLINGTON	17,119.33	32.14
WILTON	154,185.17	20.09
WINCHESTER	16,466.03	32.19
WINDHAM	8,404.38	32.90
WINDSOR	30,170.62	30.99

APPENDIX 2 - GRANT PERCENTAGES

TOWN	AENGLC	GRANT %
WINDSOR LOCKS	29,343.76	31.06
WOLCOTT	22,593.08	31.66
WOODBIDGE	90,694.58	25.67
WOODBURY	42,509.54	29.91
WOODSTOCK	24,093.86	31.52

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 10-261; 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.

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(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 state-wide 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.

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(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 13a-175t. 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)

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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 7-374.

(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 7-378 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.)

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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;

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- (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 ends 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.

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- (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.
- (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:

$$33 - \frac{(\text{Municipal AENGLC} - \text{Low AENGLC})}{23}$$

REGULATIONS

Factor

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

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

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

$$SR - 2\left[1 - \frac{(DC + SUB + SUP)}{27}\right] - 4\left[1 - \frac{(IR)}{36}\right]$$

"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.

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(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.

(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.

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.

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.

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,

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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 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;

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- (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.

(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.

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.

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(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 municipality fails to file with the Commissioner within 270 days of the date its commitment to fund is 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.

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

REGULATIONS

(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.

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 10/7/99



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 (C.G.S. Sections 13a-175p through 13a-175w) for Fiscal Year 2001 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 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:

State Local Bridge Project Grant:

Allowable Grant Percentage _____% of Total Cost.

Project Grant Request \$ _____

State Local Bridge Project Loan:

(Applicable to State Local Bridge only; maximum = 50% of total project cost, 6% interest, 10-year life, payable quarterly)

Project Loan Request \$ _____

Schedule: (Anticipated Dates)

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
Telephone: (860) 594-3213

COMMENT FORM

Local Bridge Program Manual – FY 2001

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? _____

Least helpful, and why? _____

Confusing? _____

I would like more information on: _____

General Comments: _____

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

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