

## Information for BRO Eligibility Listing

Attached are listings of locally owned structures in each county, which qualify for federal bridge funding under the Bridge Replacement Offsystem bridge program. To be included on this listing, a bridge must be in Poor Condition, and it must be on a non-federal aid route. Structures submitted for soft match credit must appear on this list of eligible BRO bridges for the timeframe that the credit project is built. This eligibility listing will be updated on a yearly basis.

Previous eligibility listings were generated based on bridges being classified as deficient, either structurally or functionally. FHWA is no longer storing information related to the old deficiency categories in the data downloads available from their website. As a result, states have been transitioning to the new classification system of good, fair, or poor condition. With the September 2021 eligibility listing and moving forward for future listings, structures must be in poor condition to be eligible for BRO funding. Poor condition is determined based on the lowest rating for deck, super, sub, or culvert, with a minimum rating of 4 or below being categorized as poor condition.

For all structures appearing on the eligibility listing that are being considered for a BRO project, it is assumed that full replacement is the best option since the structures are in poor condition. Major rehabilitations such as deck replacements and superstructure replacements are options that can be considered by the engineer of record but should perform to a comparable level of a replacement structure. For major rehabilitations, the project should result in a structure that will not become poor condition for at least twenty-five years to ensure that the taxpayers are getting good value out of the project. All projects should attempt to make significant improvements to the hydraulic and/or overtopping frequencies at the bridge site when the existing structures do not meet the minimum 25 year design frequency. No project shall result in a bridge that is classified as scour critical. Projects should also strive to make improvements to the operational characteristics of a bridge site, such as narrow roadways, poor site distances, and poor alignments. All structures shall be designed so that they won't require load posting for normal legal loads that travel within Missouri. Load posting of structures within commercial zones may be acceptable because of the more stringent commercial zone posting requirements but should be discussed with the MoDOT Bridge Division prior to finalizing the plans for those projects.

The following items are provided on the listing for each structure.

**County** = County that the bridge is located in.

**Federal ID** = National Bridge Inventory identification number for the structure.

**Bridge #** = seven-digit alphanumeric code assigned to the structure.

**Route** = name of roadway that the structure carries.

**Feature** = creek, route, or other feature that the structure crosses.

**Year Built** = year that the structure was constructed.

**Year Reconstructed** = year that the structure underwent a major rehabilitation.

**ADT** = most recent average daily traffic on the structure.

**Deck Area** = total deck area of the structures, in square feet.

**Deck** = condition rating value from 0-9 that was assigned to the deck.

**Super** = condition rating value from 0-9 that was assigned to the superstructure.

**Sub** = condition rating value from 0-9 that was assigned to the substructure.

**Culvert** = condition rating value from 0-9 that was assigned to the culvert.

**Category** = approved posting category on the structure.

**Ton1, Ton2, Ton3** = posting values in tons appropriate for the various posting categories.