U.S. Department
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Administration

THE STATUS OF THE NATION'S HIGHWAY BRIDGES: HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM AND NATIONAL BRIDGE INVENTORY

THIRTEENTH REPORT TO THE UNITED STATES CONGRESS

MAY 1997

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List of Acronyms

AASHTO	American Association of State Highway and Transportation Officials
BIA	Bureau of Indian Affairs
CFR	Code of Federal Regulations
CMA	Calcium Magnesium Acetate
DBP	Discretionary Bridge Program
FHWA	Federal Highway Administration
FO	Functionally Obsolete
FY	Fiscal Year
IRRs	Indian Reservation Roads
ISTEA	Intermodal Surface Transportation Efficiency Act Of 199 1
HBRRP	Highway Bridge Replacement and Rehabilitation Program
NBI	National Bridge Inventory
NBIP	National Bridge Inspection Program
NBIS	National Bridge Inspection Standards
NHS	National Highway System
NHSDA	National Highway System Designation Act of 1995
PL	Public Law
SBRP	Special Bridge Replacement Program
SD	Structurally Deficient

SHA	State Hi&way Agency
SR	Sufficiency Rating
STAA	Surface Transportation Assistance Act
STP	Surface Transportation Program
STURAA	Surface Transportation and Unifiorm Relocation Assistance Act of 1987
TBCGP	Timber Bridge Construction Grant Program
TIP	Transportation Improvement Plan
USC	United States Code

INTRODUCTION

REPORT OBJECTIVES

Title 23, U.K., Section 144(i), requires the Secretary of Transportation to report to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives on projects approved under the Highway Bridge Replacement and Rehabilitation Program (HBRRP). A second requirement is that the Secretary annually revise the National Bridge Inventory (NBI) and report the findings to these committees. This thirteenth report to Congress provides an appraisal of the administration of the HBRRP and the NBI through fiscal year (FY) 1996.

THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991

Signed into law on December 18, 1991, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) provides authorizations for highways, highway safety, and mass transportation for FY 1992 through FY 1997. ISTEA serves to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy and that will move people and goods in an energy efficient manner.

For the past 25 years, the Federal-aid Highway Program was directed primarily toward the construction and improvement of four Federal-aid systems--Interstate, Primary, Secondary, and Urban--which constituted more than 1.3 million kilometers of the 6.3 million kilometers of roads in the United States. Now, instead of four Federal-aid systems, there are two:

- the National Highway System (NHS), and
- the Interstate System, which is a component of the NHS.

The NHS provides an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities and other major travel destinations; meet national defense requirements; and serve interstate and interregional travel. By focusing Federal resources on these most important roads, we will improve our strategic investment in transportation.

ISTEA also created the Surface Transportation Program (STP), a block grant type program that may be used by the States and localities for any roads (including NHS) that are not functionally classified as local or rural minor collectors. These roads are now collectively referred to as Federal-aid roads. Bridge projects paid for with STP funds are not restricted to Federal-aid roads but may be on any public road.

Although the term "off-system" remains in ISTEA provisions, it is more appropriate to call these "roads other than Federal-aid highways", which can be further defined as those with a functional classification of local roads or rural minor collectors.

Section 1016 of ISTEA allows State highway agencies (SHA's) to exempt certain Federal-aid projects from the FHWA's approval of plans, specifications, and estimates, and construction

oversight. For non-NHS projects, SHA's may design and construct projects according to State laws, standards, and procedures, rather than Federally approved procedures and standards.

ISTEA authorized $16.1 billion over a period of 6 years for the HBRRP: $2.288 billion for FY 1992, $2.762 billion for FY 1993, $2.762 billion for FY 1994, $2.762 billion for FY 1995, $2.763 billion for FY 1996, and $2.763 billion for FY 1997.

ISTEA allows Federal participation in bridge painting, seismic retrofitting, and the application of calcium magnesium acetate (noncorrosive deicing salt) to highway bridges. These items of work are also now eligible for participation with HBRRP funds on deficient bridges. In March, 1994, the President signed a bill (enacted into law as Pub. L. 103-220) permitting HBRRP funds to be used to seismic retrofit non-deficient as well as deficient bridges.

New requirements have been established concerning bridges on Indian reservations. The legislation requires that the Secretary of Transportation, in consultation with the Secretary of the Interior, inventory all bridges on Indian reservation and park roads. For each fiscal year, not less than 1 percent of HBRRP funds apportioned to each State that has an Indian reservation within its boundaries shall be expended for projects to replace, rehabilitate, paint, or apply calcium magnesium acetate (CMA) to highway bridges located on Indian reservation roads (IRRs).

ISTEA also continues to fund high-cost bridge projects through the Discretionary Bridge Program (DBP), although at a much reduced funding level--from approximately $225 million per year to approximately $68 million per year. From this program, a portion of funding is set-aside to carry out a Timber Bridge Research and Demonstration Program that will make new information and technology on timber bridges available to transportation agencies. The construction grant portion of the "timber bridge" program applies to the construction of timber bridge projects at a funding level of $7 million for FY 1992 and $7.5 million annually from FY 1993 through FY 1997. The research portion of the program is funded at $1 million annually.

Provisions have been included in ISTEA to allow States to transfer up to 40 percent of the HBRRP funds to the NHS or STP programs. Section 302 of the National Highway System Designation Act. of 1995 (NHSDA) increased the amount to 50 percent.

This report focuses on the major provisions of the current highway bridge program.

CHAPTER 1

THE HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM

FUNDING

In 1978, the 95th Congress legislated one of the largest bridge replacement and rehabilitation programs the Nation had ever known. The 1978 Surface Transportation Assistance Act (STAA) replaced the then existing Special Bridge Replacement Program (SBRP) with the HBRRP.

By enacting this legislation, Congress declared it to be in the vital interest of the Nation that a highway bridge replacement and rehabilitation program be established to enable SHA's to replace or rehabilitate highway bridges over waterways, other topographical barriers, other highways, or railroads when a SHA and the Secretary determine that a bridge is significantly import&t and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence.

The 1978 STAA authorized a total of $4.2 billion for FYs 1979 through 1982 to improve bridges on public roads throughout the Nation:

- FY 1979 $ .900 billion
- FY 1980 1.100 billion
- FY 1981 1.300 billion
- FY 1982 .900 billion

At least 15 percent of HBRRP funds were to be used for bridges on public roads other than those on Federal-aid highways and this percentage could be increased to 35 percent at a State's discretion.

Funding for the HBRRP is divided into apportioned funds that are distributed according to relative State needs and discretionary funds that are set-aside for allocation by the Secretary. The maximum Federal share is SO percent of eligible project costs. Various amounts of the HBRRP funds are required to be deducted before apportionments are made to the States. Funds are deducted for the purposes of administering the provisions of Title 23, U.S.C., and other bridge related programs.

The 1982 STAA (P.L. 97-424) continued the HBRRP at record funding levels by authorizing a total of $7.05 billion for FYs 1983 through 1986. This total was reduced by $0.150 billion in FY 1986 to $6.9 billion as a result of the Consolidated Omnibus Budget Reconciliation Act of 1985 (P.L. 99-272):

- FY 1983 $1.600 billion
- FY 1984 1.650 billion
- FY 1985 1.750 billion
- FY 1986 2.050 billion less $0.150 billion

The 1987 Surface Transportation and Uniform Relocation Assistance Act (STURAA) (P.L. 100-17) extended the HBRRP by authorizing $8.15 billion for FYs 1987 through 1991.

This amount was reduced to approximately $8.13 billion by the Omnibus Budget Reconciliation Act of 1989 (P.L. 101-239) which caused a reduction in 1990 of $18,872,674:

- FY 1987 $1.630 billion
- FY 1988 1.630 billion
- FY 1989 1.630 billion
- FY 1990 1.630 billion less $0.019 billion
- FY 1991 1,630 billion

The 1991 ISTEA again extended the HBRRP by authorizing $16.1 billion over a period of 6 years. However, Section 1028(g) of the ISTEA allows States to transfer up to 40 percent (later revised to 50 percent) of their annual HBRRP apportionment to the NHS or STP. (Please refer to the section in this chapter on Transferability of Bridge Apportionments). ISTEA funding is summarized in the Introduction to this report.

Exhibit l-l displays HBRRP authorized funding- pre-ISTEA deductions. Exhibit 1-2 displays HBRRP authorized funding - ISTEA deductions. The FY 1996 authorization was reduced from $2.763 billion by an estimated 13.14 percent to comply with Section 1003(c) of P.L. 102-240.

ELIGIBILITY

The 1978 STAA established the HBRRP to aid the States in an effort to alleviate the recognized nationwide bridge problem. Revisions to existing regulations were required to accommodate the new bridge program. Final revised regulations for the HBRRP were published in the December 13, 1979, Federal Register.

Under current regulations, the States may replace or rehabilitate eligible highway bridges over waterways, other topographical barriers, other highways, or railroads when the States and the Secretary finds that a bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence.

Deficient highway bridges on all public roads may be eligible for replacement or rehabilitation. The following types of work are eligible for participation under the HBRRP:

1. Replacement - Total replacement of a structurally deficient or functionally obsolete bridge with a new facility constructed in the same general traffic corridor. A nominal amount of approach work, sufficient to connect the new facility to the existing roadway or to return the gradeline to an attainable touchdown point in accordance with good design practice is also eligible.

2. Rehabilitation - The project requirements necessary to perform the major work required to restore the structural integrity of a bridge as well as work necessary to correct major safety defects are eligible.

The costs of long approach fills, causeways, connecting roadways, interchanges, ramps, and other extensive earth structures, when constructed beyond the attainable touchdown point, are not eligible under the HBRRP.

Under the HBRRP, whenever a deficient bridge is replaced or its deficiency alleviated by a new bridge, the deficient bridge must be either dismantled (or demolished) or its use limited to the type and volume of traffic the structure can safely service over its remaining fife,

Federal regulations originating with Section 123(e) of the 1987 STURAA, permit the expenditure of local funds on an off-system non-Federal-aid project in some cases to be used to offset the local matching share of a subsequent HBRRP bridge project. Also, these same regulations permit States to carry out bridge improvements on non-controversial off-system bridges (on local roads and rural minor collectors) without Federal funding, and then apply 80 percent of the cost of such projects as credit toward the non-Federal share of other HBRRP projects.

Federal regulations originating with Section 123(d) of the 1987 STURAA make the replacement of destroyed bridges and ferryboat service eligible work under the HBRRP. These regulations also allow a State to use HBRRP funds to replace any low-water crossing regardless of the length of such low-water crossing. However, low-water crossings are not to be added to the NBI nor are they considered as bridge needs.

Also, Section 1028(b) of ISTEA allows HBRRP funds to be used for bridge painting, seismic retrofitting, and CMA applications. A State may seismically retrofit a bridge with HBRRP funds without regard to whether the bridge is eligible for replacement or rehabilitation.

The NBI is used for preparing the HBRRP selection list of bridges both on and off of Federal-aid highways. There are two types of deficient bridges, structurally deficient (SD) and functionally obsolete (FO). An SD bridge, as defined by the FHWA., is one that (1) has been restricted to light vehicles only, (2) is closed, or (3) requires immediate rehabilitation to remain open. An FO bridge is one in which the deck geometry, load carrying capacity (comparison of the original design load to the State legal load), clearance, or approach roadway alignment no longer meets the usual criteria for the system of which it is an integral part.

The sufficiency rating (SR) is the basis for establishing eligibility and priority for replacement and rehabilitation of bridges. In general, the lower the SR, the higher the priority. An SR is a numerical rating of a bridge based on its structural adequacy and safety, essentiality for public use, and its serviceability and functional obsolescence. Bridges considered SD or FO are included on selection lists. Those bridges appearing on the list with an SR less than 50 are eligible for replacement or rehabilitation, while those with an SR of SO or less are eligible for rehabilitation. An SR of 100 percent would represent an entirely sufficient bridge and 0 percent would represent an entirely insufficient or deficient bridge.

Exhibit 1-3 displays the total number of bridges funded under the HBRRP.

APPORTIONED FUNDS

Title 23, U.S.C., Section 144(e), specifies that: "Funds authorized to carry out this section shall be apportioned among the several states on October 1 of the fiscal year for which authorizedin accordance with this subsection. Each deficient bridge shall be placed into one of the following categories: (1) Federal-aid system bridges eligible for replacement, (2) Federal-aid system bridges eligible for rehabilitation, (3) off-system bridges eligible for replacement, and (4) off-system bridges eligible for rehabilitation. The square footage of deficient bridges in each category shall be multiplied by the respective unit price on a State-by-State basis, as determined by the Secretary; and the total cost in each State divided by the total cost of the deficient bridges in all States shah determine the apportionment factors. For purposes of the preceding sentence, the total cost of deficient bridges in a State and in all States shall be reduced by the total cost of any highway bridges constructed under subsection (m) in such State, relating to replacement of destroyed bridges and ferryboat services. No State shah receive more than 10 per centum or less than 0.25 per centum of the total apportionment for any one fiscal year. The Secretary shall make these determinations based upon the latest available data, which shall be updated annually. Funds apportioned under this section shall be available for expenditure for the same period as funds apportioned for projects on the Federal-aid primary system under this title. Any funds not obligated at the expiration of such period shall be reapportioned by the Secretary to the other States in accordance with this subsection. The use of funds authorized under this section to carry out a project for the seismic retrofit of a bridge shah not affect the apportionment of funds under this section".

As required by Title 23, U.S.C., Section 144, the FHWA revises each State's apportionment factor annually to reflect changing needs and actual construction costs. To establish the apportionment factor, the FHWA applies construction unit costs to the four categories of eligible deficient bridge projects in each State. These categories are: (1) replacement of Federal-aid system bridges, (2) replacement of off-system bridges, (3) rehabilitation of Federal-aid system bridges, and (4) rehabilitation of off-system bridges. The apportionment factor is the ratio of each State's needs compared with the national need. Pursuant to Title 23, USC., Section 144(e), each State must receive at least 0.25 percent, but no more than 10 percent, of the total funds apportioned for any one FY.

The HBRRP funds may be used for the following work items for bridges on-system and off-system:

- Replacing or rehabilitating deficient bridges,
- Inspecting, evaluating and inventorying bridges, and
- Painting, seismic retrofitting and applying CMA to deficient bridges. (Non-deficient bridges can also be seismically retrofitted).

Exhibit 1-4 displays the overall Federal-aid and non Federal-aid bridge construction unit costs for replacement between 1990 and 1995. Exhibit l-5 displays the distribution of the HBRRP apportioned funds by State for FYs 1992 through 1996. Exhibit l-6 displays total HBRRP apportionments and obligations through September 30, 1996, for the 65 percent portion

designated for Federal-aid bridges (on-system), the 15 percent portion designated for non Federal-aid bridges (off-system), and the 20 percent portion for either Federal-aid or non Federal-aid bridges (on/off), respectively.

INDIAN RESERVATION BRIDGES

The 1991 ISTEA established new requirements concerning Indian reservation bridges. The legislation requires that the Secretary of Transportation, in consultation with the Secretary of the Interior, inventory all bridges on Indian reservation roads (IRRs). The National Bridge Inspection Standards (NBIS) require the inspection of these bridges and the entry of the bridge records into the NBI.

IRRs are described in Title 23, U.S.C., Section 101, as public roads that are located within or provide access to an Indian reservation. ISTEA requires not less than 1 percent of the HBRRP apportionment due to each State that has an Indian reservation within its boundaries to be transferred to the Secretary of the Interior to carry out Title 23, U.K., Section 144(g)(4). These funds may be expended for eligible projects to replace, rehabilitate, paint or apply CMA to highway bridges located on IRRs. In addition to bridges under the jurisdiction of the Bureau of Indian Affairs (BIA) within the Department of the Interior, there are also State, local and other federally owned bridges on these roads on which the finds may be used.

All bridges on IRRs, which include those roads leading to or through Indian reservations, have to be identified in the State bridge inventories and the NBI. Using an NBI based selection list, the

Department of the Interior through BIA, selects BIA, State, local or Federal bridge projects to fund on roads that meet the definition of IRRs. The 1 percent of a State's apportioned bridge funds transferred to the BIA are used for projects within that State.

The FHWA Federal Lands Highway Office transfers contract authority and a matching amount of obligation limitation to the BIA for expenditure on IRR bridges. Each year, the BIA is required to submit a Transportation Improvement Plan (TIP) for use of the 1 percent HBRRP funds. None of these 1 percent HBRRP funds can be obligated on projects in a State until there is an approved TIP for that State.

Exhibit 1-7 displays the history of funding by State for this program since its inception through September 30, 1996.

TRANSFERABILITY OF BRIDGE APPORTIONMENTS

The 1991 ISTEA established new requirements concerning the transferability of bridge apportionments. Section 104(g) of Title 23, U.S.C. was amended by inserting before the last sentence the following new sentences: "A State may transfer not to exceed 40 percent of the State's apportionment under section 144 in any fiscal year to the apportionment of such State under subsection (b)(1) or subsection (b)(3) of this section. Any transfer to subsection (b)(3) shall not be subject to section 133(d)." Section 302 of the NHSDA (P.L. 104-59) increased the amount that can be transferred to 50 percent.

The transfer provision in ISTEA gave States more flexibility to apply Federal funds to a wide range of hi&way and bridge projects. A State may choose to transfer up to 50 percent of the HBRRP funds to the NHS or STP programs. The off-system portion of HBRRP funds may not be transferred because of the 15 percent off-system restriction. Once transferred, these funds are subject to NHS or STP eligibility requirements and not those of the HBRRP.

Exhibit 1-8 displays fund transfers from FY 1992 through FY 1996. Approximately $1.639 billion has been transferred out of the HBRRP to the NHS or STP. Of this amount, $0.457 billion was transferred to the NHS and $1.182 billion was transferred to the STP.

In addition, Section 350 of the NHSDA allows States to transfer up to 10 percent of their apportioned HBRRP funds for each of FYs 1996 and 1997 into the highway account of the infrastructure bank established by the State. During FY 1996, the following States transferred the amounts listed below:

Ohio	$7,000,000
Oregon	$2,971,189
Texas	$9,006,903
	$18,978,092

DISCRETIONARY BRIDGE PROGRAM.

The 1978 STAA required that $200 million annually be taken off the top of the HBRRP to establish a Discretionary Bridge Program (DBP) for the replacement or rehabilitation of high cost

Federal-aid system bridges. The 1982 STAA continued the program at the same annual funding level. The 1987 STURAA again continued the program but increased the authorization to $225 million. However, Section 149 of the STURAA required that a portion of the discretionary bridge funds be set-aside to help pay for demonstration projects.

ISTEA also continued the program but at a greatly reduced funding level. A portion of these reduced funds were set-aside to fund a new timber bridge program (see the following section of this report on the Timber Bridge Construction Grant Program).

Fiscal Year	Appropriation	Discretionary Bridge Program	Timber Bridge Program
1992	$57,000,000	$49,000,000	$8,000,000
1993	$68,000,000	$59,500,000	$8,500,000
1994	$68,000,000	$59,500,000	$8,500,000
1995	$69,000,000	$60,500,000	$8,500,000
1996	$69,000,000	$60,500,000	$8,500,000
1997	$69,000,000	$60,500,000	$8,500,000

DBP funds may only be used for:

1. The replacement or rehabilitation of an NHS or other Federal-aid highway bridge where the cost is more than $10 million, or

2. An NHS or other Federal-aid highway bridge having a replacement or rehabilitation cost less than $10 million but at least twice the amount of apportioned HBRRP funds to the State for the fiscal year in which application is made.

Each year, the States are requested to furnish applications for DBP funds to FHWA by July 1. The data submitted by the States is reviewed for accuracy. A rating factor is computed for each candidate. The rating factor is based on bridge characteristics listed in Section 161 of the 1982 STAA. The rating factor formula was published in the November 17, 1983, Federal Register.

First priority is given to those bridges previously funded that need additional funds in the first 3 quarters of the fiscal year. Priority is then given to those unfunded bridge candidates with the lowest rating factors that need construction funds in the first 3 quarters of the fiscal year. Unfunded new start candidate projects from States that have transferred funds from the HBRRP to the NHS or STP (see the previous section on Transferability of Bridge Apportionments) during the previous fiscal year are not considered for DBP funding for the subsequent year. Also, for unfunded projects, funding of right-of-way acquisition is considered only if the State assures that construction will begin no later than the third quarter of the next fiscal year. Preliminary engineering is no longer an eligible item for DBP funds.

Exhibit 1-9 displays DBP appropriations and deductions by fiscal year. Exhibit 1-10 displays carryover amounts, allocations, and unallocated balances by fiscal year. Exhibit l-1 1 displays all projects that have received DBP funds and the fiscal year when funds were initially allocated.

Some of the projects displayed have received Federal funds from other sources in addition to State and local matching funds.

TIMBERBRIDGE CONSTRUCTION GRANT PROGRAM:

Section 1039 of ISTEA provides a program of research, technology transfer and construction grants for timber bridges. Selection and approval are based on the following criteria:

(a) Bridge designs that have both initial and long-term structural and environmental integrity.

(b) Bridge designs that utilize timber species native to the State or region.

(c) Innovative bridge designs that have the possibility of increasing knowledge, cost effectiveness, and future use of such bridges.

(d) Environmental practices for preservative-treated timber, and construction techniques that comply with all environmental regulations will be utilized.

Funding set-aides are shown below:

Fiscal Year	Appropriation	Construction Grants	Research Grants
1992	$8,000,000	$7'000,000	$1,000,000
1993	$8,500,000	$7'500,000	$1,000,000
1994	$8,500,000	$7'500,000	$1,000,000
1995	$8,500,000	$7'500,000	$1,000,000
1996	$8,500,000	$7,500,000	$1,000,000
1997	$8,500,000	$7'500,000	$1,000,000

Timber Bridge Construction Grant Program (TBCGP) funds may be used for the replacement or rehabilitation of any public road bridge. The new bridges are to be of structural timber regardless of the type of bridge being replaced or rehabilitated. The candidate structures must meet the eligibility criteria of the HBRRP.

Each year, the States are requested to furnish to FHWA by July 1 applications for TBCGP funds. The data submitted by the States is reviewed for accuracy. A rating factor is computed for each candidate. Timber bridges on the NHS are to meet applicable AASHTO Standard Specifications for Highway Bridges. Timber bridges on all other public roads are to be designed in accordance with individual State standards. Eligible costs are construction costs (including construction engineering) but preliminary engineering and right-of-way costs are to be excluded.

The rating factor is computed by a formula derived for the most part to take into account the above noted criteria set by Congress. The candidates are ranked in priority order (the lower the rating factor, the higher the priority for funding). Generally, the top ranked candidates from each FHWA Region are funded until available funds are exhausted.

Exhibit l-12 displays carryover amounts, allocations, and unallocated balances by fiscal year. Exhibit l-13 displays fund allocations by Region and State. Exhibits l-14 through l-18 display fund allocations from FY 1992 through FY 1996.

ACCELERATION OF BRIDGE PROJECTS

Section 147 of the 1978 STAA (P.L. 95-599) directed the Secretary of Transportation to carry out two projects to demonstrate the feasibility of reducing the time required to replace unsafe bridges. The 1978 STAA set aside $54 million for the two bridge projects. Congress designated the Portsmouth (U.S. Grant) Bridge, between Kentucky and Ohio, and the East Huntington Bridge, between West Virginia and Ohio, as likely candidates.

Section 15 of the 1978 STAA Amendments (P.L. 96-106) revised Section 147 to set-aside sufficient resources from FY 1981 HBRRP funds to complete the two projects. Funds were made available until expended and were exempt from obligation limitations. Through the efforts of Federal and State personnel involved in the project, the total project cost of the Portsmouth Bridge was reduced significantly. As a result of this and conservative set-asides, $98 million in excess funds became available.

Section 147 of the 1978 STAA was amended by Section 4105 of the Consolidated Omnibus Reconciliation Act of 1985 (P.L. 99-272). This amendment (Ohio River Bridge Fund Reprogramming) set-aside $65 million of the excess funds to be used on 3 specific projects between Kentucky and Ohio: (1) Central Bridge at Cincinnati, Ohio; (2) Suspension Bridge at Cincinnati, Ohio; and (3) Maysville Bridge at Aberdeen, Ohio. In 1986, the remaining $33 million of excess funds were apportioned to the States as HBRRP funds.

The Federal share was set at 90 percent. Concerning the Portsmouth Bridge and the East Huntington Bridge, Senate Report 96-333 included the view that necessary bridge approaches and connector roadways were eligible items.

Concerning the three Ohio River bridge projects, each project was required to utilize state-of-the-art technology and provide the best life-cycle costs. The Secretary of Transportation was required to give priority to completing the Central Bridge and the Suspension Bridge. After the Secretary certifies in writing that sufficient funds were reserved from the $65 million to complete the Central Bridge and the Suspension Bridge, any remaining funds could be used on the Maysville Bridge.

The Conference report on the legislation further explains other issues including the following: (1) reports are to be submitted 1, 6, 11 and 21 years after completion of the three projects; (2) if the $65 million is not sufkient, the State will have to use other Federal and State funds available to it to make up any difference; (3) no additional special Federal funding will be provided for any of these bridges; and (4) the State must agree to complete the projects in the event the $65 million is not sufficient to cover any cost overruns.

In 1995, the Kentucky Transportation Cabinet requested approval to change the order of funding for the Maysville Bridge due to controversies surrounding the Suspension (Roebling) Bridge. The FHWA consulted with the congressional committees and the State's request was approved. The available Section 147 funds can be authorized for the Maysville Bridge construction project following normal Federal-aid procedures. A program funding history is displayed in Exhibit 1-19.

CHAPTER 2

THE NATIONAL BRIDGE INVENTORY

NATIONAL BRIDGE INSPECTION STANDARDS

Until the December 1967 collapse of the Silver Bridge over the Ohio River between West Virginia and Ohio, which resulted in 46 deaths, little support existed for an NBI and a national bridge inspection program in the United States. The public outcry and subsequent congressional hearings resulting from this tragedy clearly supported the need for a national program. The hearings demonstrated that many States were not sure how many bridges they owned, and others had no formalized inspection or related recordkeeping procedures.

As a result of these hearings, Congress, in the 1968 Federal-Aid Highway Act, directed that the Secretary of Transportation shall "in consultation with the State highway departments and interested and knowledgeable private organizations and individuals... establish national bridge inspection standards... for the proper safety inspection of bridges on any of the Federal-Aid highway systems." The law required each State to maintain a current inventory of all bridges on the Federal-aid system.

In the 1970 Federal-Aid Highway Act, Congress directed the Secretary, in consultation with the States, to inventory all bridges on the Federal-Aid highway systems over waterways and other topographical barriers, classify them according to their serviceability, safety, and essentially for

public use; and assign each a priority for replacement. On April 27, 1971, the NBIS were issued to satisfy the mandate of Congress. By the end of 1973, most States had inventoried all bridges on the Federal-Aid highway systems.

In 1978, the STAA directed the Secretary of Transportation to extend the inventory and inspection program to include bridges on all public roads. The NBIS were revised on December 13, 1979, to comply with the new legislation.

The 1987 STURAA strengthened the congressional mandate for the NBIS by making the requirements a separate section of Title 23 (Title 23, U.S.C., Section 151 -- National Bridge Inspection Program (NBIP)). The NBIS had previously been a part of Section 116, which dealt with maintenance.

The NBIP (1987 version) contains the following provisions:

(a) Requires the Secretary to establish national bridge inspection standards for the proper safety inspection and evaluation of all highway bridges.

(b) Minimum requirements of inspection standards:

(1) specify the method by which such inspections shall be carried out.

(2) establish the maximum time period between inspections.

(3) establish the qualifications for those charged with carrying out the inspections.

(4) require each State to maintain and make available to the Secretary:

(A) written bridge inspection reports.

(B) current bridge inventory data.

(5) establish a procedure for national certification of bridge inspectors.

(c) Requires the Secretary to establish a program designed to train governmental employees to carry out bridge inspections.

(d) The Secretary may use funds made available pursuant to the provisions of 23 U.S.C., Sections 104(a), 307(a) and 144 to carry out the above.

The current version of the NBIS became effective on October 25, 1988, and includes provisions for inspection procedures, frequency of inspections, qualifications of personnel, inspection reports, and inventories.

The primary purpose of the NBIS is to locate, evaluate, and act on existing bridge deficiencies to assure that the bridges are safe for the traveling public. An evaluation of each bridge's load-carrying capacity is an essential part of the procedure. Appropriate action, by promptly posting or closing a bridge, is essential and required to alert motorists of any load carrying deficiencies.

The FHWA, in consultation with the States, establishes general bridge priorities by assigning an SR (described earlier in this report) from 0 to 100 to each bridge inventoried. The lower the SR, the higher the need for replacement or rehabilitation.

An SR is based on the following general categories and relative percentages:

55 percent -	structural adequacy and safety
30 percent -	serviceability and functional obsolescence
15 percent -	essentially for public use
100 percent	

The States' bridge inventory records are sent to the FHWA annually to update the NBI. Using the NBI, the FHWA compiles an HBRRP "selection list" for each State (Title 23, Code of Federal Regulations, Part 650.405). The list includes all deficient bridges with an SR of 80 or less. All of these bridges are eligible for rehabilitation. Bridges with an SR less than 50 are also eligible for replacement. The FHWA requires that the State consider all feasible alternatives, including rehabilitation, before replacing a bridge. Rehabilitation, where feasible and with exceptions, is usually less expensive than replacement.

The major provisions of the NBIS are summarized in Exhibit 2-1.

INSPECTION PROCEDURES

According to the NBIS, the owners of bridges on any public road are responsible for inspecting their bridges and for the cost of those inspections. The State is responsible for assuring that all inspections are completed within their State. HBRRP funds may be used to cover the cost of bridge inspections at the option of each State.

The NBIS inspection procedures require each highway department to assemble an organization capable of managing the bridge inspection program. The bridge inspectors must meet certain minimum qualifications. The FHWA offers several training courses to enable inspectors to meet the NBIS requirements. The training includes instructions on introductory and advanced bridge safety inspections, inspection of fracture critical members, nondestructive testing methods and other related topics.

Inspection records and bridge inventories are required to be prepared and maintained. Each structure must be rated according to its safe load carrying capacity, and each structure must be load posted if necessary.

The individual in charge of the organizational unit that has been delegated the responsibilities for bridge inspection is required to maintain master lists of bridges that contain the following:

1. Fracture critical members. The first digit of the "Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges" (hereafter referred to as the Coding Guide), Item 92A, is coded Y (yes).

2. Underwater members that cannot be visually evaluated during periods of low flow or examined by feel for condition, integrity, and safe load capacity due to excessive water depth or turbidity. The first digit of the Coding Guide, Item 92B, is coded Y (yes).

3. Unique or special features requiring additional attention during inspection. The first digit of the Coding Guide, Item 92C, is coded Y (yes).

The FHWA, in managing the bridge inspection program, assures that these special inspections are being accomplished, and associated master lists are being maintained. Regarding master lists, the FHWA requires each master list to include the location and description of the members of a bridge that are fracture critical or require special attention. The master lists are reviewed by the FHWA field offices for completeness and appropriate follow-up on inspection findings in the course of the annual NBIS compliance reviews.

The NBIS require the inspecting, inventorying, and maintaining of a master list of those bridges with underwater members which cannot be visually evaluated during periods of low flow, or examined by feel for condition, integrity, and safe load capacity due to excessive water depth or turbidity. These bridges have an underwater inspection frequency of at least once every 5 years. States are required to report semiannually the status of their master lists. Also, the States are required to identify the current status of bridges regarding vulnerability to scour (i.e. the degradation of a stream-bed caused by moving water) and to report semiannually the status of their vulnerability assessments.

As of June 30, 1996, 27,464 bridges (4.7 percent) have been identified as having fracture critical members; 22,224 (99.9 percent) of the 22,248 bridges on States' master lists have received an initial underwater inspection; and 478,845 (98.7 percent) of the 484,916 bridges over waterways

nationwide have been screened for scour vulnerability by reviewing existing plans and records. The 22,224 bridges with completed underwater inspections are Federal-aid and non-Federal-aid bridges.

INSPECTION FREQUENCY

The NBIS require each bridge to be inspected at regular intervals not to exceed 2 years. Certain types or groups of bridges, because of their structural or functional condition, may require inspection at less than the 2-year interval.

Effective October 12, 1993, regulations were approved that allow States to adopt inspection intervals that are longer than the basic 2-year interval for certain types or groups of bridges where it is determined that the 2-year interval is not required. Prior FHWA approval is required for inspection intervals exceeding 2 years. Four years was established as the maximum interval between inspections. A State proposing to inspect certain bridges at intervals exceeding 2 years must submit a detailed proposal and supporting data to the FHWA. Guidance for implementation of the extended inspection frequency is contained in FHWA Technical Advisory T 5 140.21.

A d-year inspection interval has been approved for certain types or groups of bridges in the following States: (1) Arizona, (2) Arkansas, (3) Illinois, (4) Montana, (5) New Mexico, (6) North Dakota, (7) South Dakota and (8) Texas. The types of structures approved to date are buried culverts, highly redundant concrete bridges, and prestressed “beam” and “T-Beam” bridges.

It should be noted that the NBIS were revised in 1988 to allow longer inspection intervals; however, a decision issued by the United States Court of Appeals for the District of Columbia Circuit in February 1992 required that the NBIS again be revised to specify a maximum interval of 4 years between bridge inspections.

Exhibits 2-2, 2-3 and 2-4 display inspection frequency data for NHS, other Federal-aid highway and non-Federal-aid highway bridges respectively. A total of 59,667 bridges (10.3 percent) have inspection dates older than 2 years as of June 30, 1996. Of these, 6,700 bridges (1.2 percent) have inspection dates older than 3 years.

INSPECTION REPORT AND INVENTORY

The findings and results of bridge inspections are recorded on standard forms. The data required to complete the forms and the functions that must be performed to compile the data are generally contained in the Manual For Condition Evaluation of Bridges: 1994 prepared by the American Association of State Highway and Transportation Officials (AASHTO).

Each State prepares and maintains an inventory of all bridge structures subject to the NBIS. Certain structure inventory and appraisal data must be collected and retained within the various departments of the State for collection by the FHWA. A tabulation of this data is contained in the Structure Inventory and Appraisal Sheet distributed by the FHWA as part of the Coding Guide. Reporting procedures have also been developed by the FHWA.

Newly completed structures, modifications of existing structures which would alter previously recorded data on the inventory forms, or placement of load restriction signs on the approaches to or at the structure itself are required to be entered in the State's inspection reports and the computer inventory file as promptly as practical, but no later than 90 days after the change in the status of the structure for bridges directly under the State's jurisdiction, and no later than 180 days after the change in status of the structure for all other bridges on public roads within the State.

As stated earlier, the findings and results of bridge inspections are recorded on standard forms. However, a bridge inspection is not complete until an inspection report is written. Generally, a complete bridge inspection report contains the following sections:

- Introduction
- Bridge Description and History
- Inspection Procedures
- Inspection Results
- Conclusions
- Recommendations
- Appendices (Photographs, Drawings and Sketches, Inspection Forms and etc.)

A well prepared report provides information on existing bridge conditions and also becomes an excellent reference source for future inspections, comparative analyses, and bridge study projects. Primary purposes of inspection reports include guidance for immediate follow-up inspections or

actions on critical findings, information on the needs and effectiveness of routine maintenance activities, information on the need for a load rating analysis, and information on bridge management (decisions for allocating and prioritizing resources).

FHWA Headquarters and field personnel also prepare field trip reports on each State's bridge inspection program as part of the overall NBIS monitoring process. One or more reports are prepared annually by the FHWA Division Bridge Engineer. Additional bridge inspection reports are prepared by FHWA Regional and Headquarters Bridge Engineers. During FYs 1995 and 1996, FHWA Headquarters Bridge Engineers participated in the following bridge program reviews:

FY 1995	FY 1996
Arizona	Connecticut
District of Columbia	Idaho
Kansas	Missouri
Kentucky	Montana
Minnesota	Nevada
New Jersey	New York
Texas	Oklahoma
Virginia	Tennessee
West Virginia	

DEFICIENT BRIDGES

Each year, the FHWA asks the States to update the NBI as part of the continuing inventory and inspection program required by the NBIS for all public road bridges. Some States provide updated data more often than once per year.

The total number of highway bridges and the number of deficient bridges continue to fluctuate with each Report to Congress because of the ongoing inspection program, highway system changes, and construction of new bridges. Exhibits 2-5, 2-6 and 2-7 display the total number of highway bridges and the total number of deficient bridges by State for NHS, other Federal-aid highway and non-Federal-aid highway bridges respectively.

Exhibit 2-8 displays the status of the Nation's bridges based on the current NBI (June 30, 1996). Changesare shown since June 30, 1994, the date of the data reported in the Twelfth Report issued in June 1995.

It is important to note that ISTEA changed the definition of off-system bridges. Under the old definition, the following classification of bridges was recorded in the NBI as of June 30, 1992:

Federal-aid	276,510
Off-system	298,903
TOTAL	575,413

Under the new definition, the following classification of bridges was recorded in the NBI as of June 30, 1994:

NHS	126,911
Other Federal-aid	170,178
Off-system	279,371
TOTAL	576,460

Currently, under the new definition, the following classification of bridges is recorded in the NBI as of June 30, 1996:

NHS	127,736
Other Federal-aid	170,956
Off-system	283,170
T O T A L	581,862

The number of deficient bridges recorded in the NBI and shown in this report is 182,726. This is a decrease of 4,789 (2.6 percent) from the 187,515 deficient bridges last reported. The number of deficient Federal-aid bridges now reported is 79,542 (32,920 NHS bridges and 46,622 other Federal-aid bridges). The number of deficient off-system bridges now reported is 103,184.

The total number of deficient highway bridges has been gradually reduced over the years and generally under the HBRRP the status quo has been maintained.. However, deficient bridge needs continue to accrue as bridges built during the Interstate construction boom era near the end of their useful life and continue to age and deteriorate to the point where major rehabilitation or replacement is required.

Exhibit 2-9 displays a comparison between the number of deficient bridges in this report and the previous report. The fact that a bridge is "deficient", either structurally or functionally, does not imply that it is likely to collapse or that it is unsafe. With proper load posting and enforcement, most structurally deficient bridges can continue to serve traffic safely when restricted to the posted maximum loads. Some functionally obsolete bridges have geometric deficiencies (for example, narrower bridge widths than modern traffic require) that can be mitigated, but not eliminated, by the use of roadway striping, signs, signals, crash cushions, and various traffic control devices.

LOAD POSTED BRIDGES

About 114,332 bridges (19.6 percent) nationwide are or should be load posted. A large number of these, exactly 92,661, are off-system bridges. Thus 32.7 percent of the off-system bridges either are or should be posted. Just over 7 percent (about 21,671 bridges) of Federal-aid system bridges are or should be posted. The number of bridges that should be posted, but are not, has decreased from the 13,503 bridges reported in the Twelfth Report to about 11,822. Exhibits 2-10, 2-l 1 and 2-12 display the number of posted and closed bridges as of June 30, 1996.

The FHWA requires that reviews be made of individual States to evaluate the level of compliance with the load posting requirement. In cases where substantial noncompliance is found, sanctions are invoked. The FHWA field offices are periodically required to advise Headquarters of the progress and status of sanctions invoked because of noncompliance with load posting requirements.

HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM FUNDING

EXHIBIT 1-l PRE-ISTEA DEDUCTIONS (millions)

	1978 STAA FYs 1979-82	1982 STAA FYs 1983-86	1987 STURAA FYs 1987-91
Discretionary	$ 800.	$ 800.	$1,125.000(a)
Apportioned (excluding HPR)(b)	3,116.	5,920.	6,731.367
Acceleration of Bridge Projects	200.	0.	0.
Administration	84.	85.	151.590
HPR Funds(c)	0.	90.	102.795
Special Funding (Tahnadge Bridge)	0.	5.	0.
SHRP(d)	0	$6,900.(e) 0	20.375
TOTALS	$4,200:		$8,131.127(e)

(a) STURAA authorized $225 million each year, 1987 through 1991, for the discretionary bridge program. That Act required a portion of the cost of demonstration projects be taken from discretionary funds, including the bridge discretionary fund. In addition, the 1989 Omnibus Budget Reconciliation (OBR) Act (P.L. 101-239) reduced the FY 1990 discretionary authorization. The demonstration projects requirement and the 1989 OBR reduced the available $1.125 billion by approximately $118.2 million.

(b) Highway Planning and Research (HPR). The 1982 STAA and the 1987 STURAA required that 1.5 percent of apportioned HBRRP funds, as well as the apportioned Federal-aid system funds, be deducted for HPR purposes.

(c) These funds are the amounts derived from bridge funds; however, they may be used for planning and research related to highways as well as bridges.

(d) Strategic Highway Research Program (SHRP). The 1987 STURAA required that 0.25 percent of authorized HBRRP funds, and other authorized Federal-aid funds, be deducted for SHRP purposes.

(e) The 1985 Consolidated Omnibus Budget Reconciliation (COBR) Act (P.L. 99-272) changed the FY 1986 authorization for HBRRP from $2.05 billion to $1.9 billion, The 1989 OBR Act changed the FY 1990 apportionment for HBRRP from $1.372 billion to $1.353 billion.

HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM FUNDING

EXHIBIT l-2 ISTEA DEDUCTIONS (millions)

	FY 1992	FY 1993	FY 1994
Discretionary(a)	$ 57.000	$ 68.000	$ 68.000
Apportioned (including HPR)(b)	2,136.394	2,569.765	2,556.844
Indian Reservation Bridges(c)	9.435	14.584	13.833(d)
Administration(e)	62.920	82.860	96.670
Transportation Planning(f)	22.25 1	26.791	26.653
TOTALS	**$2,288.000**	**$2,762.000**	**$2,762.000**

	FY 1995	FY 1996	FY 1997
Discretionary(a)	$ 69.000	$ 69.000	
Apportioned (including HPR)(b)	2,549.114	2,206.051	
Indian Reservation Bridges(c)	13.726	11.794	
Administration(e)	103.575	89.998	
Transportation Planning(f)	26.584	23.099	
TOTALS	**$2,762.000**	$2,399.942(g)	**$2,763.000**

(a) The amount shown includes funding for the HBRRP discretionary bridge program and funding for Section 1039 (Highway Timber Bridge Research and Demonstration Program) of ISTEA.

(b) Highway Planning and Research (HPR). ISTEA required that 2 percent of the apportioned funds shown above be deducted for HPR purposes.

(c) ISTEA required not less than 1 percent of the apportionment due to each State which has an Indian reservation within its boundaries to be transferred to the Secretary of the Interior to carry out Title 23, U.S.C., Section 144(g)(4).

(d) Includes the total of 1 percent of the apportionment due to each State which has an Indian reservation within its boundaries ($13,360,209) plus an additional transfer of $472,750 as requested by the State of Arizona.

(e) ISTEA required that these funds be deducted for administering the provisions of Title 23, United States Code, and for highway research and studies.

(f) ISTEA required that 1 percent be deducted for transportation planning in urban areas. The 1 percent deduction is made from the total funds remaining after the deduction for administration.

(g) The authorization of this apportionment was reduced from $2.763 billion by an estimated 13.14 percent to comply with section 1003(c) of P.L. 102-240.

HIGHWAY BRIDGE **REPLACEMENT** AND REHABILITATION PROGRAM

ELIGIBILITY

EXHIBIT 1-3 FUNDED BRIDGES

Report To Congress	Total Number of Bridges Funded Under the HBRRP
1st (as of 12/31/79)	2,742
2nd (as of 12/31/80)	4,492
3rd (as of 12/31/81)	6,964
4th (as of 12/31/82)	9,046
5th (as of 12/31/83)	13,577
6th (as of 12/31/84)	18,246
7th (as of 12/31/85)	21,398
8th (as of 12/31/86)	24,553
9th (as of 6/30/88)	28,714
10th (as of 6/30/90)	32,870
11th (as of 6/30/92)	36,278
12th (as of 6/30/94)	41,807
13th (as of 6/30/96)	47,838

HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM
APPORTIONED FUNDS
EXHIBIT 1-4 BRIDGE CONSTRUCTION UNIT COSTS

Federal-aid Replacement		Year	Non Federal-aid Replacement	
$700/sq.m.	($65/sq.ft.)	1990	$711/sq.m.	($66/sq.ft.)
722	(67)	1991	722	(67)
689	(64)	1992	700	(65)
711	(66)	1993	700	(65)
732	(68)	1994	754	(70)
764	(71)	1995	764	(71)

EXHIBIT I-5 STATE HBRRP APPORTIONMENTS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPORTIONMENT OF HIGHWAY BRIDGE
REPLACEMENT AND REHABILITATION FUNDS

STATE	APPORTIONMENT FOR FISCAL YEAR 1992	APPORTIONMENT FOR FISCAL YEAR 1993	APPORTIONMENT FOR FISCAL YEAR 1994	APPORTIONMENT FOR FISCAL YEAR 1995	APPORTIONMENT FOR FISCAL YEAR 3996
ALABAMA	35028,540	39,663,738	36,060,188	40,580,506	37,625,993
ALASKA	5,310,928	6,396,264	6,362,426	8,499,916	7,424,865
ARIZONA	5310,928	6,396,264	5,889,676	6343,031	5,489,165
ARKANSAS	28,469,789	34,041,298	27,826,804	27,903,441	25337,987
CALIFORNIA	126,880,178	158,443,617	163,322,937	166,119,158	157,133,284
COLORADO	19,654,468	24,279,190	23,891,670	24,630,497	19,785,367
CONNECTICUT	39,839,609	73,659,874	68,445,439	50,579,075	35,625,342
DELAWARE	5,364,573	6,460,871	6,426,692	6,407,102	5,544,611
DIST. OF COL.	11,443,063	14,286,279	13,375,488	14,208,645	14,522,890
FLORIDA	40,985,489	46,648,609	45,325,661	46,100,134	40,021,285
GEORGIA	34,215,247	46,586,599	44,265,510	42,890,934	35,160,599
HAWAII	13,432,462	14,640,076	18,162,602	19,415,825	15,086,000
IDAHO	5,521,240	6,821,231	6,362,426	6,767,760	5,667,673
ILLINOIS	68,276,637	84,475,636	92,347,447	92,220,749	83,385,632
INDIANA	29,491,204	35064,442	35,288,193	34,396,911	27,742,574
IOWA	29,287,853	38,325,383	38,404,615	38,965,746	32,704,008
KANSAS	33,790,457	40,523,652	40,698,905	39,255,750	34,013,723
KENTUCKY	27,963,159	33,994,521	33,838,846	33,011,439	27,142,869
LOUISIANA	40,916,021	49,476,117	51,697,756	59,282,728	51,610,450
MAINE	14,143,849	13,494,836	15,234,954	17,192,151	14,341,213
MARYLAND	31,726,943	41,513,167	51965,715	37,203,221	29,156,672
MASSACHUSETTS	97,671,922	121,070,765	111,064,287	111,439,236	108,526,452
MICHIGAN	57,153,438	70,490,398	70999,062	68,680,809	54,711,608
MINNESOTA	25,623,525	27,319,718	25,285,803	25,488,329	20,908,890
MISSISSIPPI	32,795,401	42,467,092	40,984,451	36,881,427	30,989,412
MISSOURI	59,934,726	82,649,536	85,667,801	85,114,248	71,810,258
MONTANA	8,215,155	9,997,871	10,159,520	11,282,223	10,306,018
NEBRASKA	20947,147	26,106,987	26,293,103	26,030,784	22,984,234
NEVADA	5,310,928	6,396,263	6,362,426	6,343,031	5,489,165
NEW HAMPSHIRE	11,946,046	12,571,822	12,344,133	12,979,507	11,892,082
NEW JERSEY	114,045,028	136,151,754	118,584,031	132,169,542	121,286,156
NEW MEXICO	5,658,475	6,915,384	7,001,976	7,951,371	6,533,644
NEW YORK	212,437,091	255,850,512	254,496,894	253,721,235	219,566,610
NORTH CAROLINA	46,222,275	62,223,100	64,883,245	67,686,736	57,776,100
NORTH DAKOTA	5,310,928	6,396,263	6,362,426	6,343,031	5,489,165
OHIO	90,861,275	305,276,283	103,966,392	100,861,110	81,505,787
OKLAHOMA	35,166,411	43,331,867	41,707,731	39,786,027	34,856,200
OREGON	25,167,848	30,574,649	35,762,427	36,867,472	30,725,713
PENNSYLVANIA	208,975,868	258434,860	257,067,670	256,284,075	221,784,454
RHODE ISLAND	10,069,089	14,913,527	16,900,891	16,455,345	13,760,899
SOUTH CAROLINA	19,010,330	24,476,366	27,363,825	28,816,897	23,730,760
SOUTH DAKOTA	8,706,948	10,165,709	9,158,584	9,510,995	7,772,659
TENNESSEE	48,183,951	60,299,831	60,741,749	53,652,815	44,456,694
TEXAS	86,169,205	100,105,095	99,605,543	105,142,587	89,434,530
UTAH	5,310,928	9,150,494	9,866,085	10,887,686	9,035,826
VERMONT	10,722,065	13,267,529	13,542,839	13906,487	10,604,180
VIRGINIA	48962,887	49,328,754	49,746,193	48,434,102	50,405,175
WASHINGTON	48,355,568	56,042,264	54,655,521	60,290,255	54,183,551
WEST VIRGINIA	52,822,161	58,536,013	54357,216	53,194,066	42,034,808
WISCONSIN	29,571,881	34,038,608	33,644,757	30,167,709	22,420,606
WYOMING	5,310,928	6,396,263	6,362,426	6,343,031	5,489,165
PUERTO RICO	11,701,850	16,927,742	16,710,684	14,507,985	11,057,951
TOTAL	2,136,693,915	2,569,764,965	2,556,843,741	2,549,114,372	2,206,050,554

EXHIBIT 1-6

TOTAL HBRRP APPORTIONMENTS AND OBLIGATIONS

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
STATUS OF FUNDS PROVIDED FOR
BRIDGE REP & REHAB 65% ON SYS - 118

AS OF SEPTEMBER 30, 1996

STATE	TOTAL AVAILABLE	OBLIGATIONS DURING FY 1996	OBLIGATIONS TOTAL TO DATE	UNOBLIGATED BALANCE
ALABAMA	321,081,000.00	24,132,111.59	321,920,533.59	61,432.41
ALASKA	46,061,778.00	8,732,991.94	44,427,198.62	1,634,481.38
ARIZONA	44,447,225.00	2,559,014.58	32,028,251.24	12,418,973.76
ARKANSAS	256,205,027.00	30,652,239.00	241,648,950.00	14,557,077.00
CALIFORNIA	536,772,006.07	77,774,002.11	521,681,838.94	15,190,387.13
COLORADO	164,169,396.00	15,887,048.38	150,583,920.88	13,585,485.32
CONNECTICUT	470,404,633.00	24,157,433.61	470,215,281.72	186,331.28
DELAWARE	41,038,700.00	1,175,189.55	38,125,524.26	2,811,270.74
DIST. OF CDL.	119,530,047.00	13,360,859.56	116,751,741.61	2,778,305.39
FLORIDA	348,538,147.00	25,626,125.00	348,419,340.00	118,807.00
GEORGIA	370,782,530.00	21,818,974.65	355,047,391.70	15,735,138.30
HAWAII	77,357,460.00	10,130,280.00	53,554,559.38	23,802,889.62
IDAHO	56,308,510.00	3,635,922.17	56,308,510.00	
ILLINOIS	693,466,881.00	57,755,454.58	689,841,522.26	3,625,358.74
INDIANA	297,275,041.00	18,193,407.00	284,546,305.42	12,728,735.58
IOWA	309,602,284.00	15,060,461.10	281,891,548.17	27,710,735.83
KANSAS	354,629,442.65	11,583,267.58	341,183,508.25	13,445,934.40
KENTUCKY	340,610,997.00	19,408,685.04	321,766,135.60	18,844,861.40
LOUISIANA	464,574,827.00	46,834,063.76	424,791,157.08	39,783,669.92
MAINE	92,575,544.00	12,504,461.73	85,538,377.61	7,037,166.39
MARYLAND	250,108,020.00	13,118,350.00	250,027,608.00	80,412.00
MASSACHUSETTS	587,251,131.00	60,387,240.49	569,930,832.02	17,320,298.98
MICHIGAN	349,895,439.00	71,303,089.24	344,383,737.97	5,511,701.03
MINNESOTA	255,192,905.00	10,021,438.88	237,203,296.23	17,989,608.77
MISSISSIPPI	294,209,972.00	31,773,887.00	289,841,377.00	4,368,595.00
MISSOURI	549,696,229.00	62,179,092.78	547,971,235.74	1,724,993.26
MONTANA	92,067,993.55	6,611,706.47	92,067,889.89	103.66
NEBRASKA	198,903,789.00	14,634,515.46	198,755,572.50	148,216.50
NEVADA	44,748,365.00	5,346,542.00	43,091,352.00	1,657,013.00
NEW HAMPSHIRE	110,150,499.60	8,083,972.91	110,146,405.84	4,093.76
NEW JERSEY	731,450,801.00	99,270,518.68	709,256,925.40	22,193,875.60
NEW MEXICO	57,817,446.42	1,132,681.27	54,558,667.89	3,058,778.53
NEW YORK	1,701,901,201.00	135,229,593.00	1,694,501,722.00	7,399,479.00
NORTH CAROLINA	471,326,586.00	38,483,954.00	447,538,381.00	23,788,205.00
NORTH DAKOTA	69,958,371.00	9,067,747.65	69,113,585.25	845,785.75
OHIO	572,320,611.00	48,023,256.77	568,055,388.03	4,265,122.97
OKLAMOMA	335,538,463.00	25,746,647.44	331,247,237.99	4,291,225.01
OREGON	151,311,700.00	9,321,394.89	134,851,881.72	16,459,808.28
PENNSYLVANIA	1,080,980,023.00	57,264,053.15	1,080,955,529.96	24,493.04
RHODE ISLAND	68,981,647.00	13,658,300.65	66,419,775.14	2,561,871.86
SOUTH CAROLINA	181,180,387.00	13,648,897.85	157,714,923.08	23,475,463.92
SOUTH DAKOTA	83,534,709.92	7,630,419.59	80,647,772.77	2,886,937.15

EXHIBIT 1-6 (Continued)

TENNESSEE	522,365,762.00	38,116,865.20	508,782,911.37	12,612,850.83
TEXAS	515,320,602.00	64,502,899.38	504,747,948.57	10,572,663.43
UTAH	53,804,838.00	7,463,037.31	42,405,343.41	11,499,494.59
VERMONT	38,724,068.00	7,944,338.81	31,224,773.49	7,499,294.51
VIRGINIA	244,576,933.00	4,181,178.87	224,216,388.24	20,360,544.76
WASHINGTON	406,594,221.00	38,404,702.01	405,018,577.98	1,674,643.02
WEST VIRGINIA	382,839,[illegible]88.00	32,659,188.83	371,162,840.43	11,677,327.57
WISCONSIN	301,703,[illegible]88.00	12,781,725.89	300,018,428.02	1,684,859.98
WYOMING	40,810,220.45	850,053.00	36,061,585.45	4,748,635.00
PUERTO RICO	57,255,047.00	5,165,389.41	42,942,855.07	14,312,191.93
TOTAL	18,239,660,063.66	1,406,868,687.75	15,757,105,039.14	482,555,024.52

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
STATUS OF FUNDS PROVIDED FOR
BRIDGE REP & REHAB 15% OFF SYS - 117

AS OF SEPTEMBER 30, 1996

STATE	TOTAL AVAILABLE	OBLIGATIONS DURING FY 1996	OBLIGATIONS TOTAL TO DATE	UNOBLIGATED BALANCE
ALABAMA	74,303,531.00	6,163,289.33	71,517,550.38	2,785,980.62
ALASKA	8,271,567.00	417,643.41	7,590,011.48	681,555.52
ARIZONA-	10,257,049.00	75,744.00CR	7,269,669.45	2,987,379.55
ARKANSAS	58,124,441.00	1,013,389.00	52,152,179.00	5,972,262.00
CALIFORNIA	117,345,242.88	16,400,111.68	110,482,892.03	6,862,350.15
COLORADO	39,282,089.00	2,337,812.07	33,160,333.58	6,122,755.42
CONNECTICUT	103,554,218.00	12,180,770.86	102,982,417.48	571,800.52
DELAWARE	10,559,082.00	731,680.00	10,354,205.60	204,866.40
DIST. OF CD&.	11,000,209.62	24,509.85	1,413,513.87	8,586,695.75
FLORIDA	80,431,880.00	6,059,196.00	80,183,830.00	248,050.00
GEORGIA	85,985,199.00	5,178,709.98	83,579,463.40	1,985,735.60
HAWAII	18,822,092.00	5,788,254.00	13,440,511.85	5,381,580.15
IDAHO	12,897,849.38	838,059.00	12,897,849.38	
ILLINOIS	160,030,818.00	13,146,482.37	145,492,810.54	14,538,007.46
INDIANA	67,537,192.00	4,680,370.84	67,377,776.92	159,415.08
IOWA	80,470,926.00	4,988,940.82	80,079,332.39	391,593.61
KANSAS	86,752,376.00	4,653,293.84	86,310,652.11	441,723.89
KENTUCKY	78,602,540.00	6,506,643.36	77,517,900.60	1,084,639.40
LOUISIANA	111,594,159.00	11,013,953.30	111,551,788.11	42,370.89
MAINE	22,188,726.00	2,420,794.87	19,495,705.58	2,693,020.42
MARYLAND	67,072,617.00	7,882,380.00	51,511,390.00	15,561,227.00
MASSACHUSETTS	103,175,523.00	11,851,335.82	98,931,020.16	4,244,502.84
MICHIGAN	85,914,330.00	8,390,848.78	78,800,330.03	7,114,000.97
MINNESOTA	50,921,345.00	3,368,422.68	50,745,102.12	176,241.88
MISSISSIPPI	67,894,606.00	2,965,821.00	65,813,164.00	1,881,442.00
MISSOURI	147,443,542.00	15,597,602.09	146,206,315.73	1,237,226.27
MONTANA	21,396,452.65	1,681,335.86	21,076,074.65	320,378.00
NEBRASKA	54,890,758.00	3,455,337.53	54,606,341.95	284,421.05
NEVADA	10,328,644.00	858,203.00	9,580,441.00	746,203.00
NEW HAMPSHIRE	26,076,627.00	272,523.49	24,141,188.77	1,935,358.23
NEW JERSEY	182,480,652.00	21,824,055.11	175,669,499.48	6,811,152.52
NEW MEXICO	14,035,878.40	1,072,397.49	13,918,215.14	117,663.26
NEW YORK	269,652,619.00	20,686,677.00	257,356,502.00	12,297,117.00
NORTH CAROLINA	103,787,873.00	8,665,152.00	103,780,285.00	7,388.00
NORTH DAKOTA	17,683,468.00	280,837.19	17,136,021.02	547,447.98
OHIO	143,280,041.00	23,748,418.83	139,033,753.97	4,246,287.03
OKLAHOMA	77,431,952.00	5,131,150.57	74,752,514.30	2,679,437.70
OREGON	38,156,458.00	3,200,288.64	34,472,147.92	3,684,310.08
PENNSYLVANIA	271,231,216.00	32,567,324.25	270,964,924.77	266,291.23
RHODE ISLAND	17,209,841.29	477,303.45	10,655,188.84	6,554,652.45
SOUTH CAROLINA	41,813,167.00	724,137.72	38,614,886.98	3,198,280.02
SOUTH DAKOTA	18,894,819.00	1,133,177.97	18,866,465.88	28,353.12

EXHIBIT **1-6 (Continued).**

TENNESSEE	120,545,944.00	6,603,211.62	120,518,666.47	27,277.53
TEXAS	138,835,522.00	13,483,361.91	138,813,541.02	21,980.89
UTAH	12,430,576.00	1,452,808.43	10,805,561.14	1,634,014.86
VERMONT	24,167,092.00	1,506,680.84	24,055,432.74	111,659.26
VIRGINIA	85,753,828.00	2,739,553.00	69,411,947.38	16,341,881.62
WASHINGTON	93,129,437.00	8,283,201.21	82,842,886.71	10,286,440.28
WEST VIRGINIA	22,039,892.00	5,966,704.22	56,524,509.00	35,515,473.00
WISCONSIN	74,171,438.00	3,339,639.26	73,657,489.23	513,946.77
WYOMING	10,788,221.95	903,600.00	10,665,150.00	133,071.95
PUERTO RICO	16,959,854.00	3,821,252.18	15,151,622.66	1,808,231.34
TOTAL	3,744,081,841.87	336,304,307.83	3,539,386,623.21	204,675,018.66

EXHIBIT 1-6 (Continued)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
STATUS OF FUNDS PROVIDED FOR
BRIDGE REP & REHAB-20% ON/OFF - 114

AS OF SEPTEMBER 30, 1996

STATE	TOTAL AVAILABLE	OBLIGATIONS DURING FY 1996	OBLIGATIONS TO DATE	UNOBLIGATED BALANCE
ALABAMA	99,117,414,921	7,264,883,445	88,909,313,445	208,101,466
ALASKA	10,527,157,133	251,042,000	9,308,183,225	1,218,973,908
ARIZONA	13,683,038,390	1,714,391.00	12,105,658,224	1,577,380,166
ARKANSAS	79,686,213,223	3,646,908,000	64,888,083.00	14,798,130,223
CALIFORNIA	147,211,654,334	7,189,594,656	82,150,039,133	65,061,615,201
COLORADO	52,056,271,118	6,696,421,882	45,496,866,881	6,559,404,237
CONNECTICUT	144,789,694,677	6,383,210,005	143,475,094,337	1,314,600,340
DELAWARE	14,085,788,209	1,720,231,089	13,985,899,220	199,889,009
DIST. OF COL.	53,378,059,815	3,792,465,584	50,387,621,776	2,991,437,339
FLORIDA	107,293,247,445	5,603,372,000	104,945,882,000	2,347,365,445
GEORGIA	114,132,902,133	3,794,222,496	94,085,978,442	20,046,923,691
HAWAII	23,796,877,884	179,940,000	12,513,365,884	11,283,512,000
IDAHO	17,843,169,652	1,210,424,185	17,843,169,652	
ILLINOIS	213,477,010,188	37,273,020,851	210,771,533,000	2,706,477,188
INDIANA	91,958,085,444	8,279,987,885	90,186,982,868	1,769,102,776
IOWA	98,890,803,335	7,194,689,334	97,512,178,777	1,178,428,558
KANSAS	116,030,277,465	3,393,469,857	100,281,189,236	15,748,078,199
KENTUCKY	104,838,812,222	1,462,514,112	100,015,728,669	4,823,083,553
LOUISIANA	148,676,027,552	12,483,205,334	148,577,411,882	98,615,670
MAINE	32,038,078,775	4,805,682,888	28,062,241,227	3,975,835,548
MARYLAND	64,463,168,552	4,218,340,000	64,338,340,000	124,809,552
MASSACHUSETTS	168,672,892,009	13,800,685,004	152,306,006,460	16,366,885,549
MICHIGAN	114,625,,771,855	5,042,567,333	87,277,,828,330	27,347,283,865
MINNESOTA	83,830,880,003	4,358,747,007	80,828,539,001	3,002,341,002
MISSISSIPPI	91,070,119,068	7,286,245,000	84,450,608,000	6,619,511,068
MISSOURI	196,683,835,791	32,836,577,$00	178,691,861,557	17,991,973,714
MONTANA	29,341,317,@4	2,550,629,224	27,761,185,$59	1,580,132,365
NEBRASKA	73,216,559,865	3,381,880,711	71,284,784,776	1,951,794,89
NEVADA	13,779,671,330	454,833,000	12,661,189,000	1,118,372,330
NEW HAMPSHIRE	34,071,341,332	1,823,728,468	31,489,788,008	2,581,653,324
NEW JERSEY	225,211,161,668	23,083, 142.53	197,207,019,110	28,003,242,658
NEW MEXICO	17,725,685,229	104,135,773CR	18,333, 192.48	1,392,472,881
NEW YORK	539,533,168,@4	57,722,661,000	521,661,505,000	17,871,663,@4
NORTH CAROLINA	151,@38,770,396	11,085,644,000	151,@13,116,000	764.38
NORTH DAKOTA	23,414,624,390	1,096,417.$9	23,379,689,689	34,824,681
OHIO	174,120,801,$88	24,181,@88,659	148,469,133,$53	25,651,668,035
OKLAHOMA	103,286,579,000	5,713,384,009	89,730,406,224	13,556,172,776
OREGON	60,3@2,@71.17	11,354,686,864	57,701,201,222	2,@31,769,@95
PENNSYLVANIA	325,960,862,868	37,048,255,446	321,218,783,880	4,742,@@8,866
RHODE ISLAND	20,@87,428,255	1,261,@97,007CR	12,@79,347,716	8,008,@78,469
SOUTH CAROLINA	55,781,834,866	6,769,337,@98	51,521,877,@16	4,259,958,770
SOUTH DAKOTA	25,203,285,008	1,335,@11. 14	24,@56,115,330	247,169,778

EXHIBIT 1-6 (Continued)

TENNESSEE	160,785,717,722	12,089,597,355	134,662,764,788	26,122,952,934
TEXAS	161,821,764,554	14,167,388,333	147,205,378,667	14,616,385,887
UTAH	16,597,834,722	2,174,819,892	13,239,662,773	3,358,171,999
VERMONT	30,262,488,440	1,167,410,666	30,204,764,116	57,734,224
VIRGINIA	85,615,750,333	6,755,893,855	82,366,899,330	3,248,851,003
WASHINGTON	125,173,370,883	16,863,985,448	105,621,006,333	19,552,364,330
WEST VIRGINIA	122,983,171,559	9,324,664,999	112,636,288,660	10,346,883,559
WISCONSIN	88,197,381,286	4,050,312,722	87,765,866,733	431,514,553
WYOMING	14,911,025,900	1,011,218,000	12,936,228,000	1,974,797,900
PUERTO RICO	22,826,866,155	19,502,111	11,070,337,399	11,756,528,756
TOTAL	5,105,712,446,855	446,632,791,853	4,671,214,148,336	434,498,300,189

EXHIBIT I-7 INDIAN RESERVATION BRIDGES

HFL01-0996-11UN02

TABLE C – STATUS OF INDIAN RESERVATION BRIDGE 1% HIGHWAY BRIDGE REPLACEMENT & REABILITATION PROGRAM (HBRRP) FUNDS 23 U.S.C. 144(g)

Program Code 11T, 11U, 11Z

DATE: September 30, 1996

STATE	1% HBRRP SET ASIDES CONTRACT AUTHORITY							1% HBRRP OBLIGATIONS							CONTRACT AUTHORITY RETURNED TO STATES FOR NON IR BRIDGE PROJECTS 11Z	CONTRACT AUTHORITY RETURNED TO STATES FOR IR BRIDGE PROJECTS 11U	CURRENT CONTRACT AUTHORITY AVAILABLE 11T	OBLIGATIONS PLANNED FOR CURRENT FY 11T, 11U	ESTIMATED UNOBUGATED BALANCE AT END OF CURRENT FY 11T
	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	TOTALS TO DATE	Actual FY 1992	Actual FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	TOTALS TO DATE					
Alabama	353,823	400,843	364,244	409,096	382,752		1,910,558	0	0	0	0			0	754,466	0	1,156,092	0	1,156,092
Alaska	53.645	64.607	64,280	85,657	75,530		343,905	53.645	0	0	214,730			268,375	0	0	75,530	75,530	0
Arizona	53.645	64.607	537,016	64.071	55.839		775,178	17.000	60.382	577,866	51.058			706,326	0	0	68.652	68,652	0
California	1,281,617	1.600.440	1,649,726	1,677,971	1,598,465		7,808,219	369.330	1.156.855	185.000	4,498,569			6,209,754	0	0	1,598,465	1,598,465	0
Colorado	198.529	245.244	241,329	248.792	201,270		1,135,164	39,852	318.240	796	666,326			925,214	0	0	209,950	0	209,950
Connecticut	0	744,039	691,366	510.899	362,404		2,308,710	0	0	0	0			0	774.039	0	1,534,671	0	1,534,671
Florida	413.994	466.167	457,834	465.657	407.12:		2,212,775	0	0	0	0			0	127,361	754,800	1,330,614	0	1330,614
Idaho	55.770	68.903	64,266	68.361	57.651		314,955	0	124.673	30,000	15.700			170.373	0	0	144,582	144,582	0
Iowa	295.836	367.125	387,925	393,592	332.687		1,797,166	270,000	243,206	526,000	102,660			1,141,866	0	0	655,300	8,000	647,300
Kansas	341.317	409.329	411.100	396.522	346,010		1,904,278	341,300	409.345	409,346	198,277			1,358,268	0	0	546,010	2oo.oa.l	346,010
Louisime	413.393	499,758	522,199	598,815	525,016		2,559,081	0	0	0	0			0	495,151	417,900	1,646,000	0	1,646,000
Maine	142.867	136.311	153.866	173,654	145,804		752,611	141,000	133,040	0	0			274.040	5,138	0	473,434	0	473,434
Massachusetts	0	1,222,937	0	0	0		1,222,937	0	0	0	0			0	742,937	480.000	0	0	0
Michigan	577.307	712.024	717.162	693,740	556,563		3,256,796	0	1.116,000	890,000	501,622			2,507,622	0	0	749,174	358,380	390,794
Minnesota	256.823	275,956	255.412	257.457	212,699		1,260,347	233,000	290.779	266,000	202,000			991,779	0	0	268,566	268,566	0
Mississippi	331.266	428,960	413.964	372.539	315,245		1,861,994	294,772	399.727	246,000	156,000			1,096,499	0	0	765,495	142,800	622,695
Montana	82.98 1	100.968	102.621	113.961	104,839		505.3913	0	176.000	0	224.551			400.551	0	0	104.831	104,839	0
Nebraska	211.587	263,706	265.568	262.937	233.811		1,237,627	0	0	736.999	192,201			931,200	0	0	306,427	306,427	0
Nevada	53.645	64.608	64.266	64.071	55,839		302,429	0	0	0	150,000			150.000	0	0	152,429	0	152,429
New Mexico	57.156	69,852	70,727	60,316	66,464		344,515	53,429	69,052	68,000	86,770			278,051	0	0	66,464	0	66,464
New York	2.145.829	2,584,348	2,570,676	2,562,840	2,233,579		12,097,272	0	0	0	0			0	1,738,358	4,358,824	6,000,090	1,030,000	4,970,090
N Carolina	466.891	628,516	655.386	683.704	587.737		3,022,234	233.420	430,000	828,864	160,477			1,652,777	0	0	1,369,464	1,205,100	164,364
North Dakota	53.645	64.608	64,266	64.071	55,839		302,429	0	0	182,519	64.071			246,590	0	0	55,839	55,839	0
Oklahoma	355.216	437,695	421.290	401.879	354,560		1,970,660	355.200	340.000	519,000	401,880			1,616,080	0	0	354,580	354,580	0
Oregon	254.220	306.834	361,236	372.396	312.562		1,609,250	0	125.935	273.800	405.000			804,735	0	0	804,515	604.515	0
Rhode Island	0	150.641	170,716	168.215	139.985		627,557	0	0	0	0			0	150,641	0	476,916	0	476,916
South Carolina				291.079	241,405		532.464	0	0	0	0			0	0	0	532,464	0	532,464
South Dakota	87.948	102,663	92,510	96.070	79.068		458,279	68,984	(39.294	224.314	100.000			354,004	0	0	104,275	0	104,275
Texas	0	1,011,162	1,006,116	1,062,046	909,788		3,989,112	0	0	1,600,000	0			1,600,000	0	0	2,389,112	0	2,389,112
Utah	53.645	82,429	09.657	109,976	81,916		447,625	0	0	0	53,645			53,645	62,429	0	301,551	0	301.551
Washington	466.440	566.083	552.075	608,992	551,191		2,766,781	0	798,281	657.000	366,097			1,821,378	0	0	945,403	945,403	0
Wisconsin	298,705	343.824	339.846	304.724	228.077		1,515,176	0	109.762	388,000	299,234			796,996	0	0	718,180	718,180	0
Wyoming	53.645	64,608	64.286	64,071	55.839		302,429	0	0	104.000	142,590			246,590	0	0	55,839	55,839	0
Totals	9,435,285	14,583,605	13.832.959	13,726,378	11.87 7,667	0	63,455,924	2,470,941	6,262,763	8,715,524	9,153,458	0	0	26,602,706	4,880,520	6,011,524	25.961.174	8,445,899	17,515,275

Federal Lands Highway Program (HFL – 11)

Date Prepared: 30-Sep-96

HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM
TRANSFERABILITY OF BRIDGE APPORTIONMENTS
EXHIBIT I-8 TRANSFER

STATE	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996
CA	$30,000,000.00	$27,949,454.00	$98,183,035.00	$65,118,710.00	$77,541,559.00
CO	$6,389,000.00	$0.00	$0.00	$0.00	$0.00
DE	$0.00	$0.00	$0.00	$0.00	$3,819,150.00
HA	$0.00	$0.00	$0.00	$4,391,418.00	$0.00
ID	$11,000,000.00	$0.00	$0.00	$25,777,000.00	$10,974,284.00
KA	$0.00	$0.00	$0.00	$0.00	$23,080,000.00
IA	$0.00	$0.00	$0.00	$19,000,000.00	$0.00
ME	$0.00	$5,250,000.00	$0.00	$0.00	$0.00
MD	$12,400,000.00	$8,150,000.00	$20,370,000.00	$14,580,000.00	$11,500,000.00
MA	$32,544,284.00	$28,100,000.00	$25,000,000.00	$37,889,340.00	$0.00
MI	$22,400,000.00	$0.00	$0.00	$0.00	$0.00
MO	$23,471,000.00	$32,390,000.00	$0.00	$33,364,786.00	$0.00
NE	$8,211,281.00	$10,233,939.00	$10,306,896.00	$10,204,067.00	$0.00
NJ	$37,999,803.00	$45,365,764.00	$39,512,199.00	$0.00	$0.00
NM	$1,885,403.00	$2,304,206.00	$0.00	$0.00	$0.00
OH	$16,000,000.00	$0.00	$40,750,000.00	$0.00	$0.00
OR	$10,000,000.00	$0.00	$0.00	$3,300,000.00	$22,430,045.00
PA	$81,918,540.00	$101,306,465.00	$100,770,526.00	$100,463,358.00	$95,000,000.00
RI	$0.00	$4,969,187.00	$0.00	$0.00	$0.00
TX	$43,020,447.00	$19,313,553.00	$19,500,508.00	$18,921,972.00	$24,873,762.00
WV	$0.00	$16,000,000.00	$0.00	$0.00	$0.00
WI	$11,592,176.00	$13,343,134.00	$0.00	$0.00	$0.00
WY	$0.00	$4,589,219.00	$0.00	$0.00	$0.00
PR	$0.00	$0.00	$0.00	$19,949,441.00	$0.00
TOTAL	$342,841,934.00	$319,264,921.00	$354,393,164.00	$352,960,092.00	$269,138,800.00

HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM
DISCRETIONARY BRIDGE PROGRAM
EXHIBIT 1-9 APPROPRIATIONS

FISCAL YEAR	APPROPRIATION	DEDUCTIONS	NET APPROPRIATION
1979	$200,000,000.00		$200,000,000.00
1980	$200,000,000.00		$200,000,000.00
1981	$200,000,000.00		$200,000,000.00
1982	$200,000,000.00		$200,000,000.00
1983	$200,000,000.00		$200,000,000.00
1984	$200,000,000.00		$200,000,000.00
1985	$200,000,000.00		$200,000,000.00
1986	$200,000,000.00		$200,000,000.00
1987	$225,000,000.00	$39,902,319.00	$185,097,681.00
1988	$225,000,000.00	$11,207,219.00	$213,792,781.00
1989	$225,000,000.00	$15,230,046.00	$209,769,954.00
1990	$225,000,000.00	$27,336,819.00	$197,663,181.00
1991	$225,000,000.00	$24,520,354.00	$200,479,646.00
1992	$57,000,000.00	$8,000,000.00	$49,000,000.00
1993	$68,000,000.00	$8,500,000.00	$59,500,000.00
1994	$68,000,000.00	$8,500,000.00	$59,500,000.00
1995	$69,000,000.00	$8,500,000.00	$60,500,000.00
1996	$69,000,000.00	$8,500,000.00	$60,500,000.00
1997	$69,000,000.00	$8,500,000.00	$60,500,000.00
TOTAL	$3,125,000,000.00	$168,696,757.00	$2,956,303,243.00

HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM
DISCRETIONARY BRIDGE PROGRAM
EXHIBIT 1-110 FUNDS

FY	PREVIOUS FY CARRYOVER	AVAILABLE	ALLOCATION	ACCUMULATIVE ALLOCATION	UNALLOCATED BALANCE
1979	$0.00	$200,000,000.00	$197,696,000.00	$197,696,000.00	$2,304,000.00
1980	$2,304,000.00	$202,304,000.00	$198,351,000.00	$396,047,000.00	$3,953,000.00
1981	$3,953,000.00	$203,953,000.00	$202,642,461.00	$598,689,461.00	$1,310,539.00
1982	$1,310,539.00	$201,310,539.00	$201,281,355.00	$799,970,816.00	$29,184.00
1983	$29,184.00	$200,029,184.00	$158,006,904.00	$957,977,720.00	$42,022,280.00
1984	$42,022,280.00	$242,022,280.00	$222,981,780.23	$1,180,959,500.23	$19,040,499.77
1985	$19,040,499.77	$219,040,499.77	$197,209,612.29	$1,378,169,112.52	$21,830,887.48
1986	$21,830,887.48	$221,830,887.48	$219,404,658.75	$1,597,573,771.27	$2,426,228.73
1987	$2,426,228.73	$187,523,909.73	$186,134,023.57	$1,783,707,794.84	$1,389,886.16
1988	$1,389,886.16	$215,182,667.16	$213,577,433.65	$1,997,285,228.49	$1,605,233.51
1989	$1,605,233.51	$211,375,187.51	$209,172,266.79	$2,206,457,495.28	$2,202,920.72
1990	$2,202,920.72	$199,866,101.72	$188,274,826.22	$2,394,732,321.50	$11,591,275.50
1991	$11,591,275.50	$212,070,921.50	$211,265,649.75	$2,605,997,971.25	$805271.75
1992	$805,271.75	$49,805,271.75	$47,620,796.74	$2,653,618,767.99	$2,184,475.01
1993	$2,184,475.01	$61,684,475.01	$57,916,814.81	$2,711,535,582.80	$3,767,660.20
1994	$3,767,660.20	$63,267,660.20	$60,664,378.97	$2,772,199,961.67	$2,603,281.33
1995	$2,603,281.33	$63,103,281.33	$50,738,998.36	$2,822,938,960.03	$12,364,282.97
1996	$12,364,282.97	$72,864,282.97	$61,890,060.85	$2,884,829,010.88	$10,974,232.12
1997	$10,974,232.12				

EXHIBIT 1-11 PROJECTS

STATE	BRIDGE	FUNDS ALLOCATED	INITIAL FY
Alabama	Dog River	$10,314,300.00	1992
	Cochrane	$79,820,116.87	1979
	Claiborne Murphy	$7,569,224.02	1982
	W B Crumpton	$9,494,503.62	1987
	G S Houston	$11,696,000.00	1991
	W R King	$12,830,361.51	1988
Alaska	Gastineau Channel	$20,079,860.76	1979
Arizona	Little Colorado Rv.	$4,455,585.29	1987
California	Golden Gate	$59,365,538.08	1979
	San Mateo	$6,368,779.46	1980
	Russian Rv. Preston	$21,477,000.00	1983
	Fishermans Ch.	$10,539,063.44	1987
	Mission Bay Ch.	$10,100,000.00	1985
	Potato Slough	$15,160,000.00	1988
	Arroyo Seco	$12,696,000.00	1989
Colorado	Colfax Lafimer	$48,132,183.38	1982
	Speer Blvd.	$15,786,999.00	1987
	Broadway Viaduct	$11,138,716.81	1995
	23rd St Viaduct	$25,000,000.00	1994
Connecticut	Lake Saltonstall	$9,794,400.00	1993
	Niantic River	$19,338,320.00	1988
	Yellow Mill Pond	$8,000,000.00	1995
	Cos Cob	$4,984,282.00	1996
Delaware	Augustine	$6,006,602.10	1980
	US1 13 St Jones Rv.	$7,791,830.91	1982
Dist of Col.	Francis Scott Key	$15,860,000.00	1982
	J P Sousa	$17,600,000.00	1991
Florida .	Barron Collier	$8,928,432.00	1980
	Port Orange C'way	$8,160,000.00	1987
	Acosta	$62,300,000.00	1988
Georgia	13th Street	$7,794,826.36	1986
	Torras Causway	$19,212,064.08	1980
Hawaii	Waiola	$4,400,000.00	1988
Idaho	Bonners Ferry	$8,699,943.00	1982
	Old Town	$5,769,706.00	1986
	Sandpoint	$9,600,000.00	1979
	Gaff	$9,800,000.00	1995
Illinois	La Salle Peru	$36,510,501.46	1983
	Staley Viaduct	$27,773,000.00	1984
	US36 Florence	$24,662,468.28	1979
	Pekin Rt 9	$14,483,970.63	1979
	Franklin Street	$39,345,000.00	1983
	Poplar Street	$14,853,898.00	1993
	Pulaski	$5,800,000.00	1995
	Michigan Ave Viaduct	$7,200,000.00	1996

Ill/Missouri	Miss Rv. Quincy	$36,368,121.00	1979
	Martin Luther King	$15,310,000.00	1988
	Clark US 67	$79,118,639.00	1990
Iowa/Wisconsin	Dubuque Eagle Point	$52,806,400.07	1979
Iowa/Illinois	Burlington	$47,485,258.31	1983
	Keokuk	$20,898,339.49	1979
	Julien Dubuque	$21,521,547.00	1991
Iowa/Nebraska	Mo Rv. Sioux City	$3,088,360.76	1979
Kansas/Mo.	US 36 Mo. Rv.	$17,369,535.59	1979
Kansas	West Kansas Ave.	$16,820,767.76	1983
Maine	Million Dollar	$12,800,000.00	1979
	Wiscassett Edge.	$6,440,000.00	1980
	Penobscot	$7,200,000.00	1995
Maryland	Rt 450 Severn Rv.	$31,672,650.00	1991
	US50-301 Severn Rv	$10,932,625.00	1986
	South River	$17,388,633.00	1980
Massachusetts	Fore Rivet	$28,949.30	1979
Michigan	Third Street	$20,673,839.54	1980
	MacArthur	$10,720,000.00	1982
	Military Street	$8,592,000.00	1991
Minnesota	Wabasha Street	$6,000,000.00	1996
	Bloomington Ferry	$43,715,127.00	1991
	High	$16,996,333.01	1984
	Blatnik	$6,931 ,OOO.OO	1993
	Lake Street	$9,100,oOO.oo	1989
Mississippi	Escatawpa River	$5,948,095.00	1984
	Fort Bayou	$8,050,536.00	1983
Miss/Louisiana	Natchez Vidalia	$46,897,138.11	1979
Missouri	ASB	$33,127,919.79	1980
	US54 Grand Glaize	$6,979,122.77	1982
	US 67	$18,684,894.45	1979
	Broadway Pennway	$9,460,162.52	1987
	SR 115 Mo. Rv.	$11,730,500.30	1990
	Cape Girardeau	$2,000,000.00	1996
	Chauteau	$5,000,000.00	1996
Montana	Warden	$2,736,000.00	1983
Nebraska/Iowa	Nebraska City	$12,506,380.51	1982
Nevada	Wells Avenue.	$12,080,000.00	1988
New Hampshire	Notre Dame	$20,333,650.99	1986
	Scammel	$5,000,000.00	1996
New Jersey	Pulaski Skyway	$15,308,096.00	1984
	Rt 40 Inside Thoro.	$12,700,000.00	1987
	Rt22WB Waverly Yds.	$11,136,660.90	1982
	Grassy Sound	$10,263,000.00	1990
New York	Route 104	$6,000,000.00	1995
	University Heights	$10,400,000.00	1987
	Brooklyn.	$102,370,986.00	1983
	Manhattan	$71,912,767.00	1979
	Queensboro	$143,338,000.00	1979
	south Park	$7,534,858.00	1979
	Little Falls	$3,050,000.00	1979
	Father Baker	$28,170,000.00	1988
	Eastchester Creek	$14,034,800.00	1993
	East Tremont Ave.	$5,952,375.00	1993
	I-287/Saw Mill P'way	$1 o,ooo,OOo.Oo	1996

	Macombs Dam	$10,000,000.00	1996
NY/Vermont	Rouses Point	$18,862,110.00	1981
North Carolina	US 421 Cape Fear	$8,798,434.00	1982
North Dakota	Bismarck Memorial	$11,975,296.56	1981
Ohio	N Main St Viaduct	$24,133,687.00	1979
	8 Tinkers Creek	$5,489,992.00	1983
	Hoppie St Viaduct	$7,020,526.83	1985
	Main Ave	$51,268,934.00	1984
Oregon	Alsea Bay	$20,000,000.00	1987
	Center Street	$16,175,195.75	1979
	South Slough	$9,870,000.00	1989
Pennsylvania	Beaver Falls Rt 18	$10,245,327.00	1980
	Belle Vernon	$8,220,000.00	1991
	Bloomfield	$23,510,933.66	1979
	Minsi Trail	$12,414,755.38	1982
	Monongahela Rv.	$13,899,000.00	1983
	Towanda	$7,875,262.93	1983
	Passyunk Ave.	$30,000,000.00	1979
	Rochester Monaca	$16,114,365.46	1982
	Walnut Street	$20,040,000.00	1987
	Girard & Belmont	$16,100,000.00	1988
	West End	$15,028,800.00	1989
Rhode Island	Jamestown	$45,818,000.00	1979
	Washington	$4,400,000.00	1996
South Carolina	Battery Creek	$11,040,000.00	1991
	Skull Mackey Creek	$15,000,381.98	1979
	Sampit River	$11,596,857.45	1980
	James Island	$101,269,150.00	1981
south Dakota	Forest City	$13,286,438.72	1991
Tennessee	Sidney Lewis	$11,699,625.00	1983
	Alvin York	$9,854,632.00	1984
	Walnut Street	$13,896,244.00	1982
	SR115 Kames	$11,618,000.00	1987
Texas	Brazes Rv. Div. Ch.	$8,400,000.00	1980
Virginia	Williams Viaduct	$12,000,000.00	1986
	Nansemond Rv.	$3,353,000.00	1979
	James River	$24,323,905.10	1979
	Robert E Lee	$1,905,888.00	1983
Washington	Ebey Slough	$20,357,000.00	1991
	Pasco Kenniwick	$3,609,000.00	1979
	Swinomish Channel	$10,985,126.50	1979
	West Seattle	$60,000,000.00	1981
WestVir./Ohio	Weirton Stuben.	$44,504,752.75	1982
	Old Wlliam. Marietta	$20,462,519.00	1987
West Virginia	Sixth Street	$22,730,000.00	1990
	Chelyan	$12,000,000.00	1995
Wisconsin/Minn.	Arrowhead	$57,386,862.63	1979
	Wabasha Nelson	$8,911,080.95	1986
	TOTAL	$2,884,829,010.88	

HIGHWAY BRIDGE **REPLACEMENT AND REHABILITATION PROGRAM**
TIMBER BRIDGE CONSTRUCTION GRANT **PROGRAM**
EXHIBIT I-12 TIMAPP

FY	PREVIOUS FY CARRYOVER	AVAILABLE	ALLOCATION	ACCUMULATIVE ALLOCATION	UNALLOCATED BALANCE
1992	$0.00	$7,000,000.00	$4,498,535.00	$4,498,535.00	$2,501,465.00
1993	$2,501,465.00	$10,001,465.00	$9,358,403.00	$13,856,938.00	$643,062.00
1994	$643,062.00	$8,143,062.00	$7,104,190.00	$20,961,128.00	$1,038,872.00
1995	$1,038,872.00	$8,538,872.00	$6,228,572.00	$27,189,700.00	$2,310,300.00
1996	$2,310,300.00	$9,810,300.00	$8,786,779.00	$35,976,479.00	$1,023,521.00
1997	$1,023,521.00				

HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM
TIMBER BRIDGE CONSTRUCTION GRANT PROGRAM
EXHIBIT I-13 TIMREGST FY 1992-96

STATE	NUMBER OF FUNDED PROJECTS	NET AMOUNT ALLOCATED
REGION 1		
Maine	10	$2,671,597.00
Massachusetts	1	$198,960.00
New Hampshire	4	$593,039.00
New Jersey,	10	$3,547,036.00
New York	23	$7,037,340.00
TOTAL	48	$14,047,972.00
REGION 3		
Delaware	1	$340,000.00
Maryland	1	$640,000.00
Pennsylvania	1	$176,000.00
Virginia	8	$1,386,487.00
West Virginia	15	$2,595,320.00
TOTAL	26	$5,137,807.00
REGION 4		
Alabama	2	$403,240.00
T O T A L	2	$403,240.00
REGION 5		
Illinois	14	$3,158,776.00
Michigan	15	$2,684,614.00
Minnesota	18	$3,223,076.00
TOTAL	47	$9,066,466.00
REGION 7		
Iowa	5	$742,080.00
Kansas	4	$627,864.00
Missouri	7	$1,921,394.00
TOTAL	16	$3,291,338.00
REGION 8		
Colorado	3	$265,264.00
TOTAL	3	$265,264.00
REGION 9		
Arizona	1	$69,000.00
TOTAL	1	$69,000.00
REGION 10		
Oregon	1	$825,600.00
Washington	6	$2,869,792.00
TOTAL	7	$3,695,392.00
GRAND TOTAL	150	$35,976,479.00

HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM
TIMBER BRIDGE CONSTRUCTION GRANT PROGRAM
EXHIBIT i-14 TBCGP92

TN	ST	COUNTY	NET ALLOCATION FY 1992	ADD. ALLOC'S SUBSEQ. YRS.	WITHDRAWALS SUBSEQ. YRS.	NET TOT. ALLOC.
1	KS	Funds Withdrawn	$0.00			$0.00
2	MO	Dent	$377,600.00			$377,600.00
3	WA	Lewis	$768,000.00			$768,000.00
4	MI	Livingston	$122,060.00	$78,946.00		$201,006.00
4	MI	Wexford	$81,310.00		$81,310.00	$0.00
5	VA	Roanoke	$0.00			$0.00
6	NY	Steuben	$216,800.00			$216,800.00
6	NY	Cataraugus	$166,780.00			$166,780.00
6	NY	Chautauqua	$228,000.00		$194.00	$227,806.00
6	NY	St. Lawrence	$779,600.00			$779,600.00
7	ME	Oxford	$268,400.00	$117,993.00		$386,393.00
7	ME	Cumberland	$109,120.00	$127,044.00		$236,164.00
a	AL	Tuscaloosa	$0.00			$0.00
a	AL	Geneva	$350,915.00		$350,915.00	$0.00
a	AL	Crenshaw	$250,670.00		$23,430.00	$227,240.00
a	AL	Barbour	$64,000.00		$64,000.00	$0.00
8	AL	Barbour	$74,880.00		$74,880.00	$0.00
8	AL	Barbour	$92,800.00		$92,800.00	$0.00
a	AL	Barbour	$64,000.00		$64,000.00	$0.00
a	AL	Barbour	$92,800.00		$92,800.00	$0.00
a	AL	Barbour	$104,800.00		$104,800.00	$0.00
a	AL	Franklin	$176,000.00			$176,000.00
a	AL	Shelby	$0.00			$0.00
a	AL	Baldwin	$110,000.00		$110,000.00	$0.00
9	MS	Funds Withdrawn	$0.00			$0.00
		TOTAL	$4,498,535.00			

SUMMARY FY 92
11' Funded Projects

AL	2
ME	2
MI	1
MO	1
NY	4
WA	1

HIGHWAY BRIDGE REPLACEMENTAND REHABILITATION PROGRAM
TIMBERBRIDGE CONSTRUCTION GRANT PROGRAM
EXHIBIT 1–115 TBCGP93

TN	ST	COUNTY	NET ALLOCATION FY 1993	ADD. ALLOC'S SUBSEQ YRS.	WITHDRAWALS SUBSEQ. YRS.	NET TOT. ALLOC.
2	OR	Linn	$825,600.00			$825,600.00
3	NJ	Somerset	$678,400.00			$678,400.00
3	NJ	Somerset	$335,200.00			$335,200.00
4	ME	Panobscot	$132,000.00			$132,000.00
4	ME	Piscataquis	$381,040.00			$381,040.00
5	NY	Seneca	$0.00			$0.00
5	NY	Allegany	$172,000.00			$172,000.00
5	NY	Niagara	$408,000.00			$408,000.00
5	NY	Steuben	$180,000.00			$180,000.00
5	NY	Allegany	$132,000.00			$132,000.00
5	NY	Allegany	$124,000.00			$124,000.00
5	NY	Onondaga	$0.00			$0.00
5	NY	oswego	$0.00			$0.00
5	NY	Chsnango	$0.00			$0.00
5	NY	oswego	$0.00			$0.00
5	NY	Chautauqua	$248,000.00			$248,000.00
6	VA	Richmond	$180,000.00			$180,000.00
7	WV	Logan	$180,400.00			$180,400.00
7	WV	Summers	$110,880.00			$110,880.00
7	WV	Doddridge	$152,240.00			$152,240.00
7	WV	McDowell	$103,840.00			$103,840.00
7	WV	Roane	$0.00			$0.00
7	WV	Hardy	$127,160.00			$127,160.00
9	MN	Renville	$77,980.00			$77,980.00
9	MN	Watonwan	$48,740.00			$48,740.00
11	ME	Aroostook	$184,000.00		s184,000.w	$0.00
11	ME	York	$239,200.00			$239,200.00
12	MA	Franklin	$198,960.00			$198,960.00
13	NY	Delaware	$240,437.00		$41,020.00	$199,417.00
14	VA	Accomack	$93,000.00			$93,000.00
15	IL	Adams	$136,000.00			$136,000.00
16	MN	Pipestone	$109,860.00			$109,860.00
16	MN	Winona	$166,298.00			$166,298.00
16	OH	Ashtabula	$288,000.00		$288,000.00	$0.00
18	MI	Livingston	$117,144.00			$117,144.00
18	MI	Crawford	$100,000.00			$100,000.00
19	MO	Montgomery	$161,520.00		$161,520.00	$0.00
19	MO	Franklin	$189,800.00		$189,800.00	$0.00
19	MO	Randolph	$152,000.00			$152,000.00
19	MO	Lafayette	$107968.00			$107,968.00
20	IA	Des Moines	$61,600.00			$61,600.00
20	IA	Page	$72,480.00			$72,480.00
21	WA	Clark	$420,992.00			$420,992.00
21	WA	Clallam	$472,000.00			$472,000.00
21	WA	Thurston	$100,800.00			$100,800.00
22	AL	Baldwin	($110,000.00)			$0.00
24	AL	Geneva	($350,915.00)			$0.00
25	NH	Coos	$140,000.00		$40,381 .oo	$99,619.00
26	NY	Washington	$70,000.00		$18,894.00	$51,106.00
26	NY	Tioga	$76,000.00		$10,494.00	$65,506.00
26	NY	Jefferson	$188,000.00			$188,000.00
27	IL	Adams	$168,000.00			$168,000.00
27	IL	Bureau	$192,000.00		$23,056.00	$168,944.00
28	MN	Wadena	$135,180.00		$135,180.00	$0.00
28	MN	Morrison	$109,860.00			$109,860.00
28	MN	Watonwan	$78,960.00			$78,960.00
28	MN	Pipestone	$78,960.00			$78,960.00
28	MN	Winona	$120,422.00			$120,422.00
29	IA	Union	$44,800.00			$44,800.00
29	IA	Appanoose	$66,584.00		$66,584.00	$0.00
29	IA	Crawford	$63,200.00			$63,200.00
30	MO	Audrian	$129,376.00			$129,376.00
30	MO	Clinton	$41,760.00			$41,760.00
30	MO	Johnson	$123,520.00		$123,520.00	$0.00
30	MO	Hickory	$112,690.00			$112,690.00
31	MI	Wexford	($61,310.00)			$0.00
32	AL	Barbour (ail)	($493,280.00)			$0.00
33	ME	Oxford (FY92)	$117,993.00			$386,393.00
33	ME	Cumber. (FY92)	$127,044.00			$236,164.00
		TOTAL	$9,358,403-W			

SUMMARY FY 93
50 Funded **Projects**

IL	3
IA	4
ME	3
MA	1
MI	2
MN	8
MO	5
NH	1
NJ	2
NY	10
OR	1
VA	2
WA	3
WV	5

HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM
TIMBER BRIDGE CONSTRUCTION GRANT PROGRAM
EXHIBIT 1-16 TBCGP94

TN	ST	COUNTY	NET ALLOCATION FY 1994	ADD. ALLOC'S SUBSEQ. YRS.	WITHDRAWALS SUBSEQ. YRS.	NET TOT. ALLOC.
1	OH	Ashtabula	($268,000.00)			$0.00
2	MN	Wadena	($135,180.00)			$0.00
3	NY	St. Lawrence	$0.00			$0.00
4	ME	Piscataquis	$342,800.00		$342,800.00	$0.00
4	ME	Penobscot	$344,800.00			$344,800.00
5	NJ	Somerset	$360,000.00			$360,000.00
6	RI	Washington	$0.00			$0.00
7	NH	Coos	$180,000.00		$10,580.00	$169,420.00
8	MD	Kent	$640,000.00			$640,000.00
9	VA	Tazewell	$259,000.00			$259,000.00
9	VA	Hampton	$52,000.00			$52,000.00
10	PA	Cumberland	$176,000.00			$176,000.00
11	WV	Mercer	$240,000.00			$240,000.00
11	WV	Braxton	$160,000.00			$160,000.00
12	IL	Grundy	$483,200.00			$483,200.00
12	IL	Edgar	$363,298.00			$363,298.00
13	MI	Livingston	$90,112.00			$90,112.00
13	MI	Montmorency	$168,400.00			$168,400.00
14	MN	St. Louis	$374,400.00			$374,400.00
14	MN	Watonwan	$142,096.00			$142,096.00
15	IA	Howard	$192,800.00		$192,800.00	$0.00
15	IA	Page	$76,400.00		$76,400.00	$0.00
15	IA	Page	$59,200.00		$59,200.00	$0.00
16	MO	Moniteau	$0.00			$0.00
16	MO	Pulaski	$472,400.00		$472,400.00	$0.00
16	MO	Laclede	$0.00			$0.00
17	CO	Clear Creek	$104,000.00			$104,000.00
18	WA	Clallam	$268,000.00			$268,000.00
18	WA	Mason	$840,000.00			$840,000.00
19	MI	Livingston (FY 92)	$78,946.00			$201,006.00
20	ME	Aroostook	($184,000.00)			$0.00
21	NY	Tioga	($10,494.00)			$65,506.00
21	NY	Chautauqua	($194.00)			$227,806.00
24	NY	Wyoming	$646,880.00			$646,880.00
25	NJ	Somerset	$260,000.00			$260,000.00
26	WV	Fayette	$61,600.00			$61,600.00
29	NH	Coos	($33,230.00)			$106,770.00
32	MO	Johnson	($23,520.00)			$0.00
32	MO	Montgomery	($161,520.00)			$0.00
33	NY	Washington	($18,894.00)			$51,106.00
34	MO	Randolph	$326,400.00		$326,400.00	$0.00
35	MI	Livingston	$94,672.00			$94,672.00
27	VA	Chesapeake	$266,080.00			$266,080.00
38	AL	Crenshaw	($23,430.00)			$227,240.00
39	NY	Delaware	($41,020.00)			$199,417.00
		TOTAL	$7,104,190.00			

SUMMARY FY 94
23 Funded Projects

CO	1
IL	2
IA	0
ME	1
MD	1
MI	3
MN	2
MO	0
NH	1
NJ	2
NY	1
PA	1
VA	3
WA	2
WV	3

HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM
TIMBER BRIDGE CONSTRUCTION GRANT PROGRAM
EXHIBIT 1 – 17 TBCGPSS

TN	ST	COUNTY	NET ALLOCATION FY 1995	ADD. ALLOC'S SUBSEQ. YRS.	WITHDRAWALS SUBSEQ. YRS.	NET TOT. ALLOC.
1W	MO	Pulaski	($4724000.00)			$0.00
2w	MO	Franklin	(St89,800.00)			$0.00
3W	IL	Bureau	($23,056.00)			$168,344.00
4W	IA	Appanoose	($86,384.00)			$0.00
4W	IA	Howard	($192,800.00)			$0.00
4W	IA	Page	($135,600.00)			$0.00
1	MO	Pulaski	$1,000,000.00			$1,000,000.00
1	MO	Randolph	$0.00			$0.00
1	MO	Crawford	SO.00			$0.00
2	WV	Wyoming	$360,000.00			$360,000.00
2	WV	Ritchie	$0.00			$0.00
2	WV	Lewis	$260,000.00			$260,000.00
2	WV	Raleigh	s244,000.w			$244,000.00
2	WV	Mineral	s366,ao.w		$366,400.00	SO.00
2	WV	Ritchie	$208,000.00		$208,000.00	$0.00
3	MI	Macomb	$118,800.00			$118,800.00
3	MI	Alcona	$233,600.00			$233,600.00
3	MI	Montcalm	$127,760.00			$127,760.00
3	MI	Schoolcraf	$498,080.00			$498,080.00
3	MI	Crawford	. St 26,720.00			$126,720.00
4	NY	Jeffersort	$622,960.00			$622,960.00
4	NY	Steuben	$300,000.00			$300,000.00
4	NY	Livingstort	$385,280.00			$385,280.00
4	NY	Greene	$249,600.00			$249,600.00
5	VA	Allegany	$210,400.00			$210,400.00
5	VA	Stafford	$52,000.00			S52,0W.w
6	MN	Nobles	$226,320.00			$226,320.00
6	MN	Kanabec	$159,200.00			$159,200.00
6	MN	Sibley	$98,720.00			$98,720.00
6	MN	Sherburne	$103,920.00			St03,920.00
7	NJ	Passaic	SO.00			SO.00
7	NJ	Hunterdon	$206,448.00		$41,290.00	$165,158.00
7	NJ	Somerset	$280,000.00		$83,722.00	S t 96,278.00
7	NJ	Somerset	$280,000.00			$280,000.00
8	I L	Bureau	$201,344.00			$201,344.00
8	IL	Calhoun	$41,600.00			$41,600.00
8	IL	Morgan	s96,0w.w			S98,000.W
8	I t	Lee	$55,440.00			$55,440.00
9	ME	York	$232,000.00			$232,000.00
9	ME	Somerset	$320,000.00			$320,000.00
10	NH	Coos	$132,000.00			$132,000.00
10	NH	Coos	$192,000.00			$1 92,000.00
11	ME	Piscatquis	($342,800.00)			$0.00
13	MO	Randolph	($326,400.00)			$0.00
16	NH	Coos	($10,980.00)			St 69.420.00
		TOTAL	$6,228,572.00			

SUMMARY FY 95
30 Funded Projects

IL	4
ME	2
MI	5
MN	4
MO	1
NH	2
NJ	3
NY	4
VA	2
WV	3

HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM
TIMBER BRIDGE CONSTRUCTION GRANT PROGRAM
EXHIBIT 1-18 TBCGP96

TN	ST	COUNTY	NET ALLOCATION FY 1996	ADD. ALLOC'S SUBSEQ. YRS.	WITHDRAWALS SUBSEQ. YRS.	NET TOT. ALLOC.
1	AZ	Yuma	s89,000.w			S69,0W.W
2	CO	Pitkin	$72,816.00			$72,816.00
2	CO	Pitkin	$88,448.00			$88,448.00
3	DE	Sussex	S340.000.W			$340,000.00
4	IL	cook	$470,000.00			$470,000.00
4	I L	Lake	$70,006.00			$70,006.00
4	IL	Bureau	$201,344.00			$201,344.00
4	IL	Vermilion	$447,600.00			$447,600.00
4	IL	Union	s256,0w.w			s256,Wo.w
5	IA	Buchanan	$500,000.00			$500,000.00
6	KS	Miami	$210,824.00			$210,824.00
6	KS	Brown	$114,400.00			El 14,400.00
6	KS	Dickinson	$122,640.00			$122,640.00
6	KS	Osborne	$180,000.00			$180,000.00
7	ME	Franklin	$200,000.00			$200,000.00
7	ME	Oxford	$200,000.00			$200,000.00.
8	MI	Alcona	$270,400.00			$270,400.00
8	M I	Alcona	$205,600.00			$205,600.00
8	M I	Livingston	$159,520.00			$159,520.00
8	M I	Muskegon	$172,800.00			$172,800.00
9	MN	Todd	$1 Q8.ow.w			$106,000.00
9	MN	Fillmore	$500,000.00			$500,000.00
9	MN	Nicollet	$324,920.00			$324,920.00
9	MN	Martin	$306,400.00			$306,400.00
10	NJ	Somerset	s464,0w.w			w64,wo.w
10	NJ	Somerset	$500,000.00			$500,000.00
10	NJ	Somerset	$308,000.00			$308,000.00
11	NY	Cayuga	$325,680.00			$325,680.00
11	NY	Niagara	$480,000.00			$480,000.00
11	NY	Tioga	$367,925.00			$367,925.00
11	N Y	Oneida	$500,000.00			$500,000.00
12	PA	Centre	$308,800.00			$308,800.00
13	VA	Chesapeake	$273,819.00			$273,819.00
14	WV	Mineral	s148,wo.w			$148,000.00
14	WV	Kanawha	$146,400.00			$146,400.00
14	WV	Taylor	St 47,200.00			St 47,200.00
14	WV	Pocahontas	$153,600.00			$153,600.00
15	WV	Mineral	($386,400.00)			$0.00
15	WV	Ritchie	($208,000.00)			$0.00
18	NH	Coos	($7,151.00)			$99,619.00
17	PA	Centre	($308,800.00)			SO.00
		TOTAL	$8,91t,791.00			

SUMMARY FY 96
36 Funded Projects

AZ	1
co	2
DE	1
IL	5
IA	1
KS	4
ME	2
MI	4
MN	4
NJ	3
NY	4
PA	0
VA	1
WV	4

HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION **PROGRAM**
ACCELERATION OF **BRIDGE PROJECTS**
EXHIBIT 1-19

Funding - Initial **2 Bridges**		
FY 79 set-aside **(P.L.** 95499)		**$ 54,000,000.00**
FY 81 set-aside **(P.L.** 96406)		**145,826,000.00**
		$199,826,000.00
Deducts **from** initial finding		
FY 86 set-aside **(P.L.** 99-272)	**$65,000,000.00**	
1986 HBRRP apportionment	**33,000,000.00**	
	$98,000,000.00	
Balance of N 79 **& FY** 81 **set-asides**		**-98,000,000.00**
		$101,826,000.00
Funds allocated **(through** Sentember 30, **1996)**		
Portsmouth Bridge	**$50,692,196.76**	
East Huntington Bridge	**45,334,115.00**	
	$96,026,311.76	**-96,026,311.76**
Unallocated **balance**		**$ 5,799,688.24**
(both bridges are complete and open to **traffic)**		
Reprogrammed **(1/12/93)**		**- 750,000.00**
Unallocated sub-balance		**$5,049,688.24**
Funding - Additional 3 Bridges		
FY 86 set-aside **(P.L.** 99-272)		**$ 65,000,000.00**
Funds allocated **(through September 30, 1996)**		
Central Bridge	**$33,976,400.00**	
Suspension Bridge	**864,000.00**	
Maysville Bridge	0.00	
	$34,840,400.00	**-34,840,400.00**
unallocated sub-balance		**$30,159,600.00**
Balance		**$35,209,288.24**

NATIONAL **BRIDGE** INVENTORY
NATIONAL **BRIDGE INSPECTION STANDARDS**
EXHIBIT 2-l

CFR 23 **HIGHWAYS** - PART 650, SUBPART C - NATIONAL BRIDGE INSPECTION STANDARDS

650.301 Application of Standards

Pertains to all structures on public roads.
Provides definition of "bridge".

650.303 **Inspection** Procedures

a. Each highway department shall include a bridge inspection program.
b. Bridge inspectors shall meet the minimum qualifications stated in 650.307.
c. Each bridge shall be rated as to its **safe** load carrying capacity.
Each bridge not meeting certain criteria must be posted.
d. Inspection records and inventories shall be prepared and maintained.
e. The individual in charge must maintain a master list of information pertaining to the following features:
1. Fracture critical members.
2. **Underwater** members.
3. Other special features.
4. The date of last inspection of these features and a description of the findings and follow-up actions, **if necessary.**

650.305 **Frequency** of Inspections

a. Each bridge is to be inspected at regular intervals not to exceed 2 years.
b. Certain types or groups of bridges will require inspections at less than 2 year intervals.
c. The maximum inspection interval may be increased for certain types of groups of bridges.

650.307 **Qualifications** of Personnel

a. The individual in charge of the organizational unit shall:
1. Be a registered P.E. or
2. Be **qualified** for registration as a P.E. in that State or
3. **Have** a minimum 10 years in bridge inspection experience and have completed a comprehensive training course.
b. The individual in charge of the bridge inspection team shall:
1. (a) above or
2. Have a minimum 5 years in bridge inspection experience and have completed a comprehensive training course or
3. Current certification as a Level III or IV Bridge **Safety** Inspector under the National Institute for Certification in Engineering Technologies.

650.309 Inspection Report

The findings and results of bridge inspections shall be recorded on standard forms.

650.311 Inventory

a. Each State shall prepare and maintain an inventory of all bridges.
b. New or modified important data should be entered into the inventory within 90 days for State bridges and within 180 days for other bridges.

EXHIBIT 2-2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION FREQUENCY
NATIONAL HIGHWAY SYSTEM
AS OF JUNE 30, 1996

COLUMN2 = GREATER THAN 2 YEARS = BEFORE 04/01/94
COLUMN3 = GREATER THAN 3 YEARS = BEFORE 04/01/93
COLUMN 4 = 2-YEAR PERIOD = 04/01/94 TO 03/31/96
COLUMN5 = 3-YEAR PERIOD = 04/01/93 TO 03/31/96

	TOTAL NUMBER OF BRIDGES IN INVENTORY	I90>2 YR	I90>3 YR	I90<2 YR	I90<3 YR
ALABAMA	2,812	133	5	2,679	2,807
ALASKA	245	0	0	245	245
ARIZONA	2,727	642	269	1,930	2,303
ARKANSAS	2,207	358	66	1,849	2,141
CALIFORNIA	9,622	1,379	311	7,018	8,136
COLORADO	2,273	59	1	2,214	2,272
CONNECTICUT	1,752	196	0	1,556	1,752
DELAWARE	296	39	14	257	282
DIST. OF COL.	167	91	27	76	140
FLORIDA	4,823	176	1	4,645	4,820
GEORGIA	2,799	50	0	2,749	2,799
HAWAII	441	139	13	302	428
IDAHO	819	40	2	779	817
ILLINOIS	4,290	257	4	4,027	4,280
INDIANA	3,232	105	3	3,106	3,208
IOWA	2,142	400	73	1,705	2,032
KANSAS	2,709	188	24	2,521	2,685
KENTUCKY	2,035	135	3	1,930	2,032
LOUISIANA	2,669	163	49	2,495	2,609
MAINE	493	1	1	492	492
MARYLAND	1,715	170	8	1,197	1,359
MASSACHUSETTS	2,265	82	8	2,182	2,256
MICHIGAN	2,710	96	27	2,614	2,683
MINNESOTA	1,841	1	0	1,795	1,796
MISSISSIPPI	2,292	97	13	2,195	2,279
MISSOURI	2,579	19	0	2,560	2,579
MONTANA	1,306	679	276	627	1,030
NEBRASKA	1,422	111	2	1,311	1,420
NEVADA	676	5	0	671	676
NEW HAMPSHIRE	659	11	0	648	659
NEW JERSEY	2,641	284	11	2,357	2,630
NEW MEXICO	1,659	333	80	1,326	1,579
NEW YORK	4,705	418	0	4,265	4,683
NORTH CAROLINA	2,689	234	1	2,455	2,688
NORTH DAKOTA	606	0	0	485	485
OHIO	5,007	67	4	4,877	4,940
OKLAHOMA	3,117	250	6	2,866	3,110
OREGON	1,861	97	2	1,761	1,856
PENNSYLVANIA	5,315	43	6	5,271	5,308
RHODE ISLAND	368	20	0	346	366
SOUTH CAROLINA	1,419	234	5	1,185	1,414
SOUTH DAKOTA	922	129	10	793	912
TENNESSEE	3,671	407	1	3,264	3,670
TEXAS	14,967	3,155	578	11,811	14,388
UTAH	1,041	1	1	1,040	1,040
VERMONT	484	1	0	483	484
VIRGINIA	3,031	186	1	2,839	3,024
WASHINGTON	2,291	77	1	1,778	1,854
WEST VIRGINIA	1,029	70	1	959	1,028
WISCONSIN	2,971	53	3	2,904	2,954
WYOMING	1,215	671	0	544	1,215
PUERTO RICO	706	38	1	664	701
TOTAL	127,736	12,590	1,912	112,668	123,346

EXHIBIT 2-3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION FREQUENCY
OTHER FEDERAL AID HIGHWAYS
AS OF JUNE 30, 1996
COLUMN 2 = GREATRTHAN 2 YEARS = BEFORE 04/01/94
COLUMN 3 = GREATER THAN 3 YEARS = BEFORE 04/01/93
COLUMN 4 = 2-YEAR PERIOD = 04/01/94 TO 03/31/96
COLUMN 5 = 3-YEAR PERIOD = 04/01/93 TO 03/31/96

	TOTAL NUMBER OF BRIDGES IN INVENTORY	I90>2 YR	I90>3 YR	I90<2 YR	I90<3 YR
ALABAMA	5,042	230	57	4,812	4,985
ALASKA	441	3	1	438	440
ARIZONA	2,245	604	225	1,603	1,982
ARKANSAS	5,486	613	217	4,873	5,269
CALIFORNIA	6,706	895	177	5,115	5,833
COLORADO	1,909	102	2	1,807	1,907
CONNECTICUT	1,131	110	2	1,021	1,129
DELAWARE	240	8	5	232	235
DIST. OF COL.	34	18	5	16	29
FLORIDA	2,570	100	2	2,461	2,559
GEORGIA	5,527	108	0	5,419	5,527
HAWAII	369	91	4	278	365
IDAHO	1,092	52	0	1,040	1,092
ILLINOIS	6,966	750	19	6,211	6,942
INDIANA	4,459	200	26	4,254	4,428
IOWA	5,171	715	97	4,318	4,936
KANSAS	8,425	1,338	144	7,087	8,281
KENTUCKY	3,252	293	6	2,959	3,246
LOUISIANA	3,698	169	6	3,527	3,690
MAINE	794	1	0	791	792
MARYLAND	1,035	24	5	819	838
MASSACHUSETTS	1,562	34	1	1,528	1,561
MICHIGAN	3,863	494	16	3,369	3,847
MINNESOTA	3,715	6	3	3,636	3,639
MISSISSIPPI	4,991	1,142	26	3,849	4,965
MISSOURI	6,588	231	7	6,350	6,574
MONTANA	1,213	410	65	801	1,146
NEBRASKA	3,826	244	2	3,582	3,824
NEVADA	296	4	0	291	295
NEW HAMPSHIRE	534	2	0	532	534
NEW JERSEY	1,905	192	8	1,713	1,897
NEW MEXICO	1,052	171	35	881	1,017
NEW YORK	4,668	202	0	4,442	4,644
NORTH CAROLINA	3,586	194	3	3,392	3,583
NORTH DAKOTA	1,156	0	0	1,057	1,057
OHIO	6,990	110	31	6,772	6,851
OKLAHOMA	8,868	598	9	8,268	8,857
OREGON	2,441	87	13	2,338	2,412
PENNSYLVANIA	6,147	89	1	6,058	6,146
RHODE ISLAND	241	10	0	231	241
SOUTH CAROLINA	3,202	277	11	2,924	3,190
SOUTH DAKOTA	1,811	177	36	1,634	1,775
TENNESSEE	5,607	425	0	5,181	5,606
TEXAS	14,972	3,126	776	11,841	14,191
UTAH	637	4	1	633	636
VERMONT	838	0	0	838	838
VIRGINIA	4,145	183	2	3,958	4,139
WASHINGTON	2,019	121	31	1,620	1,710
WEST-VIRGINIA	2,325	128	8	2,197	2,317
WISCONSIN	3,831	220	43	3,596	3,773
WYOMING	732	182	0	550	732
PUERTO RICO	603	63	0	539	602
TOTAL	170,956	15,550	2,128	153,682	167,104

EXHIBIT 2-4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION FREQUENCY
NON FEDERAL AID HIGHWAYS
AS OF JUNE 30, 1996
COLUMN 2 = GREATER THAN 2 YEARS = BEFORE 04/01/94
COLUMN 3 = GREATER THAN 3 YEARS = BEFORE 04/01/93
COLUMN 4 = 2-YEAR PERIOD = 04/01/94 TO 03/31/96
COLUMN 5 = 3-YEAR PERIOD = 04/01/93 TO 03/31/96

	TOTAL NUMBER OF BRIDGES IN INVENTORY	I90>2 YR.	I90>3 YR	I90<2 YR	I90<3 YR
ALABAMA	7,604	563	240	7,041	7,364
ALASKA	651	316	309	311	318
ARIZONA	1,510	192	78	1,266	1,380
ARKANSAS	4,777	118	26	4,659	4,751
CALIFORNIA	6,877	898	150	5,374	6,122
COLORADO	3,586	419	24	3,167	3,562
CONNECTICUT	1,248	124	2	1,124	1,246
DELAWARE	274	15	7	259	267
DIST. OF COL.	46	10	3	36	43
FLORIDA	3,509	90	23	3,412	3,479
GEORGIA	5,992	99	0	5,893	5,992
HAWAII	245	67	6	178	239
IDAHO	2,221	203	9	2,017	2,211
ILLINOIS	13,834	1,954	27	11,875	13,802
INDIANA	10,151	1,321	213	8,830	9,938
IOWA	17,900	2,414	160	14,991	17,245
KANSAS	14,691	2,054	106	12,636	14,584
KENTUCKY	7,857	501	17	7,356	7,840
LOUISIANA	6,983	539	23	6,441	6,957
MAINE	1,056	4	1	1,052	1,055
MARYLAND	2,023	80	33	1,867	1,914
MASSACHUSETTS	1,181	31	10	1,150	1,171
MICHIGAN	4,045	519	6	3,523	4,036
MINNESOTA	7,125	24	19	6,929	6,934
MISSISSIPPI	9,318	3,512	20	5,805	9,297
MISSOURI	13,850	5,535	39	8,313	13,809
MONTANA	2,443	641	84	1,790	2,347
NEBRASKA	10,344	47	0	10,295	10,342
NEVADA	236	7	0	229	236
NEW HAMPSHIRE	1,140	67	41	1,073	1,099
NEW JERSEY	1,703	118	38	1,585	1,665
NEW MEXICO	887	99	13	788	874
NEW YORK	7,988	132	2	7,830	7,960
NORTH CAROLINA	10,011	517	13	9,494	9,998
NORTH DAKOTA	2,825	7	7	2,683	2,683
OHIO	15,771	281	151	15,225	15,355
OKLAHOMA	10,719	1,006	11	9,711	10,706
OREGON	2,977	385	173	2,580	2,792
. PENNSYLVANIA	10,780	323	25	10,457	10,755
RHODE ISLAND	125	3	0	122	125
SOUTH CAROLINA	4,363	48	10	4,315	4,353
SOUTH DAKOTA	3,348	28	6	3,320	3,342
TENNESSEE	9,554	720	4	8,833	9,549
TEXAS	17,257	4,116	315	13,137	16,938
UTAH	1,008	28	6	979	1,001
VERMONT	1,372	43	43	1,329	1,329
VIRGINIA	5,437	171	5	5,265	5,431
. WASHINGTON	3,077	329	119	2,521	2,731
WESTVIRGINIA	3,224	240	18	2,984	3,206
WISCONSIN	6,418	406	20	5,968	6,354
WYOMING	1,032	92	2	939	1,029
PUERTO RICO	577	71	3	506	574
	283,170	31,527	2,660	249,463	278,330

EXHIBIT 2-5

US. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

COUNT OF DEFICIENT BRIDGES BY STATE
NATIONAL HIGHWAY SYSTEM
AS OF JUNE 30, 1996

	TOTAL NUMBER OF BRIDGES IN INVENTORY	NON-DEFICIENT BRIDGES	STRUCTURALLY DEFICIENT	FUNCTIONALLY OBSOLETE	DEFICIENT BRIDGES
ALABAMA	2,812	2,025	110	677	787
ALASKA	245	194	24	27	51
ARIZONA	2,727	2,465	49	211	260
ARKANSAS	2,207	1,766	89	352	441
CALIFORNIA	9,622	7,012	249	2,361.	2,610
COLORADO	2,273	1,738	126	409	535
CONNECTICUT	1,752	1,321	113	318	431
DELAWARE	296	225	21	50	71
DIST. OF COL.	167	71	29	67	96
FLORIDA	4,823	3,729	37	1,057	1,094
GEORGIA	2,799	2,266	68	465	533
HAWAII	441	218	20	203	223
IDAHO	819	623	31	165	196
ILLINOIS	4,290	3,132	476	682	1,158
INDIANA	3,232	2,657	88	487	575
IOWA	2,142	1,630	70	442	512
KANSAS	2,709	2,048	129	532	661
KENTUCKY	2,035	1,656	39	340	379
LOUISIANA	2,669	1,946	145	578	723
MAINE	493	359	38	96	134
MARYLAND	1,715	1,312	82	321	403
MASSACHUSETTS	2,265	931	192	1,142	1,334
MICHIGAN	2,710	1,762	527	421	948
MINNESOTA	1,841	1,614	125	102	227
MISSISSIPPI	2,292	1,556	96	640	736
MISSOURI	2,579	1,909	192	478	670
MONTANA	1,306	956	22	328	350
NEBRASKA	1,422	1,238	110	74	184
NEVADA	676	501	13	162	175
NEW HAMPSHIRE	659	510	49	100	149
NEW JERSEY	2,644	1,740	371	533	904
NEW MEXICO	1,659	1,424	69	166 ,	235
NEW YORK	4,705	1,900	2,161	644	2,805
NORTH CAROLINA	2,689	1,924	282	483	765
NORTH DAKOTA	606	556	17	33	50
OHIO	5,007	3,702	421	884	1,305
OKLAHOMA	3,117	2,473	277	367	644
OREGON	1,861	1,280	50	531	581
PENNSYLVANIA	5,315	3,533	833	949	1,782
RHODE ISLAND	368	207	72	89	161
SOUTH CAROLINA	1,419	1,115	39	265	304
SOUTH DAKOTA	922	753	72	37	169
TENNESSEE	3,671	2,786	184	701	885
TEXAS	14,967	12,421	481	2,065	2,546
UTAH	1,041	688	102	251	353
VERMONT	484	335	21	128	149
VIRGINIA	3,031	2,426	166	439	605
WASHINGTON	2,291	1,540	151	600	751
WEST VIRGINIA	1,029	685	171	173	344
WISCONSIN	2,971	2,534	287	150	437
WYOMING	1,215	964	36	217	253
PUERTO RICO	706	460	68	178	246
	127,736	94,816	9,690	23,230	32,920

EXHIBIT 2-6

EXHIBIT 2-6

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

COUNT OF DEFICIENT BRIDGES BY STATE
OTHER FEDERAL AID HIGHWAYS
AS OF JUNE 30, 1996

	TOTAL NUMBER OF BRIDGES IN INVENTORY	NON-DEFICIENT BRIDGES	STRUCTURALLY DEFICIENT	FUNCTIONALLY OBSOLETE	DEFICIENT BRIDGES
ALABAMA	5,042	3,647	692	703	1,395
ALASKA	441	359	40	42	82
ARIZONA	2,245	2,047	71	127	198
ARKANSAS	5,486	4,426	466	594	1,060
CALIFORNIA	6,706	4,983	433	1,289	1,722
COLORADO	1,909	1,582	148	179	327
CONNECTICUT	1,131	766	113	252	365
DELAWARE	240	193	20	27	47
DIST. OF COL.	34	12	7	15	22
FLORIDA	2,570	1,810	72	688	760
GEORGIA	5,527	4,176	515	836	1,351
HAWAII	369	170	72	127	199
IDAHO	1,092	900	67	125	192
ILLINOIS	6,966	5,423	877	666	1,543
INDIANA	4,459	3,486	438	535	973
IOWA	5,171	4,093	517	561	1,078
KANSAS	8,425	7,062	558	805	1,363
KENTUCKY	3,252	2,053	198	1,001	1,199
LOUISIANA	3,698	2,386	621	691	1,312
MAINE	794	483	100	211	311
MARYLAND	1,035	700	104	231	335
MASSACHUSETTS	1,562	662	280	620	900
MICHIGAN	3,863	2,609	691	563	1,254
MINNESOTA	3,715	3,176	386	153	539
MISSISSIPPI	4,991	3,650	944	397	1,341
MISSOURI	6,588	4,179	1,495	914	2,409
MONTANA	1,213	1,021	77	115	192
NEBRASKA	3,826	3,297	340	189	529
NEVADA	296	264	13	19	32
NEW HAMPSHIRE	534	352	86	96	182
NEW JERSEY	1,905	930	451	524	975
NEW MEXICO	1,052	888	87	77	164
NEW YORK	4,668	1,964	2,253	451	2,704
NORTH CAROLINA	3,586	2,324	582	680	1,262
NORTH DAKOTA	1,156	1,060	61	35	96
OHIO	6,990	5,196	953	841	1,794
OKLAHOMA	8,868	6,302	1,959	607	2,566
OREGON	2,441	1,863	157	421	578
PENNSYLVANIA	6,147	3,288	1,776	1,083	2,859
RHODE ISLAND	241	120	56	65	121
SOUTH CAROLINA	3,202	2,459	254	489	743
SOUTH DAKOTA	1,811	1,642	117	52	169
TENNESSEE	5,607	4,057	507	1,043	1,550
TEXAS	14,972	12,114	707	2,151	2,858
UTAH	637	513	65	59	124
VERMONT	838	495	169	174	343
VIRGINIA	4,145	2,740	464	941	1,405
WASHINGTON	2,019	1,378	143	498	641
WESTVIRGINIA	2,325	1,189	588	548	1,136
WISCONSIN	3,831	2,995	641	195	836
WYOMING	732	644	65	24	89
PUERTO RICO	603	206	101	296	397
TOTAL	170,956	124,334	22,597	24,025	46,622

EXHIBIT 2-7

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

COUNT OF DEFICIENT BRIDGES BY STATE
NON FEDERAL AID HIGHWAYS
AS OF JUNE 30, 1996

	TOTAL NUMBER OF BRIDGES IN INVENTORY	NON-DEFICIENT BRIDGES	STRUCTURALLY DEFICIENT	FUNCTIONALLY OBSOLETE	DEFICIENT BRIDGES
ALABAMA	7,604	4,778	2,003	823	2,826
ALASKA	651	409	77	165	242
ARIZONA	1,510	1,267	103	138	241
ARKANSAS	4,777	2,697	1,367	713	2,080
CALIFORNIA	6,877	4,952	799	1,126	1,925
COLORADO	3,586	2,793	485	308	793
CONNECTICUT	1,248	838	187	223	410
DELAWARE	274	219	34	21	55
DIST. OF COL.	46	13	4	29	33
FLORIDA	3,509	2,473	204	832	1,036
GEORGIA	5,992	4,042	1,511	439	1,950
HAWAII	245	127	43	75	118
IDAHO	2,221	1,779	259	183	442
ILLINOIS	13,834	10,626	2,231	977	3,208
INDIANA	10,151	6,929	2,232	990	3,222
IOWA	17,900	11,891	4,094	1,915	6,009
KANSAS	14,691	9,058	3,307	2,326	5,633
KENTUCKY	7,857	5,238	1,153	1,466	2,619
LOUISIANA	6,983	3,872	2,167	944	3,111
MAINE	1,056	628	217	211	428
M A R -	2,023	1,275	281	467	748
MASSACHUSETTS	1,181	588	255	338	593
MICHIGAN	4,045	2,636	1,025	384	1,409
MINNESOTA	7,125	5,574	1,126	425	1,551
MISSISSIPPI	9,318	4,983	3,794	541	4,335
MISSOURI	13,850	6,901	5,876	1,073	6,949
MONTANA	2,443	1,715	491	237	728
NEBRASKA	10,344	6,103	3,342	899	4,241
NEVADA	236	189	31	16	47
NEW HAMPSHIRE	1,140	623	275	242	517
NEW JERSEY	1,703	971	418	314	732
NEW MEXICO	887	607	123	157	280
NEW YORK	7,988	3,002	4,662	324	4,986
NORTH CAROLINA	10,011	6,248	2,252	1,511	3,763
NORTH DAKOTA	2,825	1,664	864	297	1,161
OHIO	15,771	10,648	2,675	2,448	5,123
OKLAHOMA	10,719	4,694	5,394	631	6,025
OREGON	2,977	2,368	300	309	609
PENNSYLVANIA	10,780	5,789	3,023	1,968	4,991
RHODE ISLAND	125	51	40	34	74
SOUTH CAROLINA	4,363	3,458	751	154	905
SOUTH DAKOTA	3,348	2,043	963	342	1,305
TENNESSEE	9,554	6,958	1,529	1,067	2,596
TEXAS	17,257	16,181	3,399	2,677	6,076
UTAH	1,008	788	158	62	220
VERMONT	1,372	767	428	177	605
VIRGINIA	5,437	3,583	675	1,179	1,854
WASHINGTON	3,077	2,462	210	405	615
WEST VIRGINIA	3,224	1,717	765	742	1,507
WISCONSIN	6,418	4,887	1,271	260	1,531
WYOMING	1,032	642	284	108	392
PUERTO RICO	577	242	74	261	335
TOTAL	283,170	179,986	69,231	33,953	103,184

EXHIBIT 2-8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATUS OF BRIDGES APPROVED FOR THE BRIDGE PROGRAM

	Twelfth HBRRP Report As of June 30, 1994				From National Bridge Inventory As of June 30, 1 9 %			
	National Hwy System	Other FA System	Non FA Highways	Total	National Hwy System	Other FA System	Non FA Highways	Total
Number of bridges inventoried and classified	126,911	170,178	279,371	576,460	127,736	170,956	283,170	581,882
Number of Structurally deficient bridges[a] (includes closed [b]	9,947	24,147	73,589	107,683	9,690	22,s 97	69,231	101,518
Number of functionally obsolete bridges [b]	22,716	23,043	34,073	79,832	23,230	24,025	33,953	81,208
Number of bridges that are posted[c]	1,684	17,757	89,328	108,769	1,434	16,995	84,081	102,510
Additional bridges that should be posted [c]	686	3,445	9,372	13,503	689	2,553	8,580	11,822
Total bridges that are or should be posted [c]	2,370	21,202	98,700	122,272	2,123	19,548	92,661	114,332
Number of bridges closed to all traffic (these bridges may be closed temporarily for repairs or closed permanently)	127	455	3,447	4,029	116	392	3,468	3,976
	Federal-Aid	Off System	Total		Federal-Aid	Off System	Total	
Total number of bridges funded under the bridge program[d] SBRP	1,578		1,578		1,578		1,578	
HBRRP	23,257	18,550	41,807		26,335	21,503	47,838	
Total	24,835	18,550	43,385		27,913	21,503	49,416	
Number of replaced or rehabilitated bridges open to traffic (SBRP & HBRRP) [d]	17,034	12,820	29,854		19,442	14,569	34,011	
Bridges under construction and/or design (SBRP & HBRRP)[d]	7,801	5,730	13,531		8,471	6,934	15,405	

a A structurally deficient bridge, as defined by FHWA, is one that (1) has been restricted to light vehicles only, (2) is closed, or (3) requires immediate rehabilitation to remain open; a functionally obsolete bridge is one which the deck geometry, load carrying capacity (comparison of the original design load to the current State legal load), clearance, or approach roadway alignment no longer meets the usual criteria for the system of which it is an integral part.

b The number of deficient bridges (structurally deficient and functionally obsolete) reflects FHWA's interpretation of the States' inventory data for this program, and may not agree. with an individual State's records for these two categories. See Exhibits 2-4, 2-S and 2-6 for breakdown.

c Bridges that require posting include two groups: posting for load and posting for other load-capacity restriction (speed, number of vehicles on bridge, etc.). These groups include structurally deficient bridges that have deteriorated to the extent that they cannot carry the load for which they were designed and functionally obsolete bridges that are in good condition but the current State legal load exceeds the original load and, therefore, the bridges require posting. The number of bridges that are closed or posted or that should be posted but are not, is taken from the National Bridge Inventory as submitted by the States. See Exhiiits 2-10, 2-11 and 2-12 for the breakdown by State.

d These counts include only bridges funded with HBRRP and SBRP funds. Many bridge improvements are also made using other categories of Federal-aid highway funds and State or local funds. SBRP funded bridges completed using HBRRP funds are counted under HBRRP.

EXHIBIT 2-9
DEFICIENT BRIDGES - COMPARISON

National Highway System

	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996
Bridges In Inventory	122,911	124,184	126,911	127,263	127,736
Deficient					
Number	33,519	33,117	32,663	32,698	32,920
Percent	27.3	26.7	25.7	25.7	25.8

Other Federal-Aid Highways

	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996
Bridges In Inventory	174,891	176,116	170,178	168,593	*170,956*
Deficient					
Number	53,161	51,315	47,190	45,986	*46,622*
Percent	30.4	29.1	27.7	*27.3*	*27.3*

Non Federal-Aid Highways

	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996
Bridges In Inventory	274,394	273,444	279,371	285,278	*283,170*
Deficient					
Number	112,430	107,831	107,662	106,583	*103,184*
Percent	41.0	39.4	38.5	37.4	36.4

TOTAL

	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996
Bridges In Inventory	572,196	573,744	576,460	581,134	*581,862*
Deficient					
Number	199,110	192,263	187,515	185,267	182,726
Percent	34.8	33.5	32.5	31.9	31.4

EXHIBIT 2-10

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

COUNT OF OPEN, CLOSED AND POSTED BRIDGES
NATIONAL HIGHWAY SYSTEM
AS OF JUNE 30, 1996

	TOTAL NUMBER OF BRIDGES IN INVENTORY	OPEN - NOT REQUIRING POSTING	CLOSED BRIDGES	POSTED BRIDGES	OPEN - SHOULD BE POSTED BUT ARE NOT POSTED
ALABAMA	2,812	2,794	2	16	0
ALASKA	245	244	0	0	1
ARIZONA	2,727	2,717	1	4	5
ARKANSAS	2,207	2,183	0	21	3
CALIFORNIA	9,622	9,609	6	5	2
COLORADO	2,273	2,260	1	9	3
CONNECTICUT	1,752	1,693	2	56	1
DELAWARE	296	284	0	12	0
DIST. OF COL.	167	148	2	8	9
FLORIDA	4,823	4,804	8	11	0
GEORGIA	2,799	2,789	1	9	0
HAWAII	441	441	0	0	0
IDAHO	819	814	1	3	1
ILLINOIS	4,290	4,267	6	14	3
INDIANA	3,232	3,222	1	9	0
IOWA	2,142	2,136	0	4	2
KANSAS	2,709	2,690	0	18	1
KENTUCKY	2,035	2,003	0	29	3
LOUISIANA	2,669	2,591	7	71	0
MAINE	493	491	0	1	1
MARYLAND	1,715	1,698	4	10	3
MASSACHUSETTS	2,265	2,142	16	99	8
MICHIGAN	2,710	2,674	1	22	13
MINNESOTA	1,841	1,835	0	3	3
MISSISSIPPI	2,292	2,013	0	267	12
MISSOURI	2,579	2,228	1	347	3
MONTANA	1,306	1,305	0	1	0
NEBRASKA	1,422	1,394	4	4	20
NEVADA	676	675	0	0	1
NEW HAMPSHIRE	659	657	2	0	0
NEW JERSEY	2,644	2,598	13	33	0
NEW MEXICO	1,659	1,659	0	0	0
NEW YORK	4,705	4,608	6	91	0
NORTH CAROLINA	2,689	2,670	0	19	0
NORTH DAKOTA	606	606	0	0	0
OHIO	5,007	4,980	9	18	0
OKLAHOMA	3,117	3,084	1	24	8
OREGON	1,861	1,850	1	6	4
PENNSYLVANIA	5,315	5,254	6	51	4
RHODE ISLAND	368	355	1	11	1
SOUTH CAROLINA	1,419	1,401	1	4	13
SOUTH DAKOTA	922	921	0	1	0
TENNESSEE	3,671	3,661	0	10	0
TEXAS	14,967	14,399	5	30	533
UTAH	1,041	1,040	0	1	0
VERMONT	484	483	0	1	0
VIRGINIA	3,031	3,011	0	19	1
WASHINGTON	2,291	2,269	1	12	9
WEST VIRGINIA	1,029	1,008	1	20	0
WISCONSIN	2,971	2,959	4	5	3
WYOMING	1,215	1,214	0	0	1
PUERTO RICO	706	666	1	25	14
	127,736	125,497	116	1,434	689

EXHIBIT 2-11

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

COUNT OF OPEN, CLOSED AND POSTED BRIDGES
OTHER FEDERAL AID HIGHWAYS
AS OF JUNE 30, 1996

	TOTAL NUMBER OF BRIDGES IN INVENTORY	OPEN - NOT REQUIRING POSTING	CLOSED BRIDGES	POSTED BRIDGES	OPEN - SHOULD BE POSTED BUT ARE NOT POSTED
ALABAMA	5,042	4,363	26	652	1
ALASKA	441	395	2	33	11
ARIZONA	2,245	2,166	3	19	57
ARKANSAS	5,486	4,850	5	602	29
CALIFORNIA	6,706	6,629	10	67	0
COLORADO	1,909	1,784	0	92	33
CONNECTICUT	1,131	1,095	3	33	0
DELAWARE	240	225	1	13	1
DIST. OF COL.	34	30	0	3	1
FLORIDA	2,570	2,106	1	459	4
GEORGIA	5,527	5,041	10	449	27
HAWAII	369	315	0	52	2
IDAHO	1,092	997	1	85	9
ILLINOIS	6,966	6,792	20	140	14
INDIANA	4,459	4,106	10	339	4
IOWA	5,171	4,693	8	417	53
KANSAS	8,425	5,404	11	2,725	285
KENTUCKY	3,252	3,023	4	201	24
LOUISIANA	3,698	3,194	11	493	0
MAINE	794	775	0	17	2
MARYLAND	1,035	894	5	128	8
MASSACHUSETTS	1,562	1,250	29	263	20
MICHIGAN	3,863	3,369	14	395	85
MINNESOTA	3,715	3,618	3	85	9
MISSISSIPPI	4,991	3,491	9	1,157	334
MISSOURI	6,588	4,649	6	1,917	16
MONTANA	1,213	1,126	0	80	7
NEBRASKA	3,826	3,046	8	491	281
NEVADA	296	293	0	1	2
NEW HAMPSHIRE	534	515	3	16	0
NEW JERSEY	1,905	1,624	12	262	7
NEW MEXICO	1,052	1,019	0	20	13
NEW YORK	4,668	4,325	23	320	0
NORTH CAROLINA	3,586	3,080	0	505	1
NORTH DAKOTA	1,156	1,021	2	127	6
OHIO	6,990	6,701	8	258	23
OKLAHOMA	8,868	7,024	33	1,608	203
OREGON	2,441	2,307	0	95	39
PENNSYLVANIA	6,147	5,547	48	500	52
RHODE ISLAND	241	199	5	37	0
SOUTH CAROLINA	3,202	2,994	8	84	116
SOUTH DAKOTA	1,811	1,523	0	279	9
TENNESSEE	5,607	5,412	8	159	28
TEXAS	14,972	13,810	16	468	678
UTAH	637	607	0	28	2
VERMONT	838	822	0	16	0
VIRGINIA	4,145	3,823	9	310	3
WASHINGTON	2,019	1,911	2	90	16
WEST VIRGINIA	2,325	2,024	4	290	7
WISCONSIN	3,831	3,785	9	30	7
WYOMING	732	700	0	30	2
PUERTO RICO	603	524	2	55	22
	170,956	151,016	392	16,995	2,553

EXHIBIT 2-12

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

COUNT OF OPEN, CLOSED AND POSTED BRIDGES
NON FEDERAL AID HIGHWAYS
AS OF JUNE 30, 1996

	TOTAL NUMBER OF BRIDGES IN INVENTORY	OPEN - NOT REQUIRING POSTING	CLOSED BRIDGES	POSTED BRIDGES	OPEN - SHOULD BE POSTED BUT ARE NOT POSTED
ALABAMA	7,604	4,608	148	2,837	11
ALASKA	651	577	8	52	14
ARIZONA	1,510	1,295	12	87	116
ARKANSAS	4,777	2,381	25	2,186	185
CALIFORNIA	6,877	6,425	36	397	19
COLORADO	3,586	2,708	26	674	178
CONNECTICUT	1,248	1,124	15	106	3
DELAWARE	274	237	3	34	0
DIST. OF COL.	46	42	1	3	0
FLORIDA	3,509	1,988	37	1,425	59
GEORGIA	5,992	3,864	182	1,797	149
HAWAII	245	165	0	73	7
IDAHO	2,221	1,788	9	373	51
ILLINOIS	13,834	11,951	125	1,724	34
INDIANA	10,151	7,060	144	2,827	120
IOWA	17,900	11,039	160	6,291	410
KANSAS	14,691	6,953	234	6,720	784
KENTUCKY	7,857	6,429	55	1,055	318
LOUISIANA	6,983	3,697	110	3,170	6
MAINE	1,056	941	10	64	41
MARYLAND	2,023	1,296	29	658	40
MASSACHUSETTS	1,181	801	52	314	14
MICHIGAN	4,045	2,782	157	979	127
MINNESOTA	7,125	6,315	43	737	30
MISSISSIPPI	9,318	4,408	154	3,231	1,525
MISSOURI	13,850	5,686	248	7,477	439
MONTANA	2,443	1,620	8	733	32
NEBRASKA	10,344	3,678	96	5,820	750
NEVADA	236	212	2	13	9
N E W - H I R E	1,140	825	28	231	56
NEW JERSEY	1,703	1,214	58	424	7
NEW MEXICO	887	767	7	92	21
NEW YORK	7,988	6,155	141	1,691	1
NORTH CAROLINA	10,011	5,510	0	4,482	19
NORTH DAKOTA	2,825	1,360	25	1,374	66
OHIO	15,771	12,219	99	3,260	193
OKLAHOMA	10,719	4,819	272	4,883	745
OREGON	2,977	2,616	9	277	75
PENNSYLVANIA	10,780	7,584	277	2,798	121
RHODE ISLAND	125	70	10	45	0
SOUTH CAROLINA	4,363	3,593	61	493	216
SOUTH DAKOTA	3,348	1,590	0	1,701	57
TENNESSEE	9,554	7,843	65	1,431	215
TEXAS	17,257	10,714	164	5,322	1,057
UTAH	1,008	755	8	221	24
VERMONT	1,372	1,151	14	166	41
VIRGINIA	5,437	3,911	14	1,495	17
WASHINGTON	3,077	2,825	12	211	29
WESTVIRGINIA	3,224	2,429	22	756	17
WISCONSIN	6,418	5,789	43	558	28
WYOMING	1,032	694	2	254	82
PUERTO RICO	577	538	8	9	22
TOTAL	283,170	187,041	3,468	84,081	8,580