



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

December 5, 2018

CIRCULAR LETTER 2018-21

STP FUNDS FOR STRUCTURE PRESERVATION

COUNTY ENGINEERS / SUPERINTENDENTS OF HIGHWAYS
MUNICIPAL ENGINEERS / DIRECTORS OF PUBLIC WORKS / MAYORS
METROPOLITAN PLANNING ORGANIZATIONS – DIRECTORS
TOWNSHIP HIGHWAY COMMISSIONERS
CONSULTING ENGINEERS

The purpose of this Circular Letter is to provide clarification regarding the availability of federal Surface Transportation Program (STP) funds for Local Public Agency (LPA) structure preservation.

This availability provides more flexibility for use of STP funds for structures allowing LPAs to better address their structure needs. Use of STP funds to reduce the number of deficient structures on the National Highway System (NHS) is still highly encouraged.

PROGRAMMING. The attached list of STP Structure Work Activities provides eligible Work Activities, Structure Types, Improvement Types, Bridge Category Code, and Criteria for the use and programming of STP funds for structure projects. The Bridge Category Codes (BCCs) must be provided with the submittal of programmed projects.

To facilitate efficient administration, multiple structures may be bundled into a single project. Reactive maintenance improvements are not eligible for federal funds, but reactive maintenance improvements may be included on a project if STP eligible improvements are the predominate work.

Note: Pile repairs using Federal or State funds require an engineered design, including scour evaluation. This typically is not a cost-effective method for pile repairs, particularly timber piles. Therefore, Federal or State funds are not allowed for this work at this time; this may be revisited in the future.

STP-BRIDGE. This Circular Letter does not affect the STP-Bridge program. STP-Bridge (STP-BR) funding and eligibility is unchanged; only reconstruction, rehabilitation, and widening construction projects (BCC 2 and 3) of eligible structures may access these funds. Scour mitigation projects may also be eligible for STP-BR funds, as well as some NBIS required inspection, training, and equipment costs.

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PROJECT SUBMITTALS. The minimum submittal requirements for phase 1 of project development will be provided in the future.

Questions regarding project improvement types and structures should be directed to the Local Bridge Unit at DOT.LocalBridgeUnit@illinois.gov.

Questions regarding this circular letter and program funding may be directed to Mr. Stephane B. Seck-Birhame, Local Program Development Engineer at (217) 782-3972 or Bablibile.Seck@illinois.gov.

Sincerely,



Maureen E. Kastl, P.E.
Engineer of Local Roads and Streets



D. Carl Puzey, P.E., S.E.
Engineer of Bridges and Structures

JK/

Attachment

cc: Regional Engineers, Illinois Department of Transportation
Glenn Fulkerson, FHWA - Illinois Division
Mike Pedigo, Illinois Association of County Engineers
Brad Cole, Illinois Municipal League
Bryan Smith, Township Officials of Illinois
Charlie Montgomery, Township Highway Commissioners of Illinois

CL 2018-21 STP FUNDS FOR STRUCTURE PRESERVATION
STP - Structure Work Activities

Work Activities	Improvement Types (IT)	BCCs	Culvert Condition	Deck Condition		Superstructure Condition	Substructure Condition	Age	Other Criteria/ Comments
Construction	New Structure or Culvert	1							
Reconstruction	Complete Bridge or Culvert Replacement	2		≤4		≤4	≤4	Any	
				≤4	OR	≤4	≥5	≥60	
		2	≤4					Any	
Rehabilitation	Deck Replacement	3		≤4	OR	≤4	≥5	<60	
	Superstructure Replacement	3							
	Major Substructure Rehabilitation	3		≥5		≥5	≤4		
	Bridge Widening (with/without adding beams) - this includes super and/or sub widening	3							
Preservation (eligible for STP funds)	Bridge Washing	5		≥5					Main or Approach Material type - Steel. Painting projects with a Superstructure Condition of '3' or below must be reviewed by Bureau of Bridges and Structures.
	Bridge Deck Sealing	5		≥5					
	Bridge Painting (cost not to be added to rehabilitation cost when coinciding with rehabilitation)	5				≥3*			
	Bridge Expansion Joint Replacement	4		≥5					
	Bridge Deck Overlay (includes deck patching and keyway repair if needed)	4		≥5				Deck Patching considered preservation only if included with an overlay.	
	Scour Mitigation	4						The action being taken must be to prevent scour from affecting an essentially <u>good</u> streambed and substructure units.	
Reactive Maintenance (not eligible for federal funds unless a minor part of an eligible project)	Bridge Repair (includes bearing replacement, steel repair, concrete repair)	4							Considered reactive maintenance if stand-alone activity with no overlay included.
	Bridge Deck Patching	4							
	Bridge Expansion Joint Repair/Replacement	4		≤4					
	Bridge Beam Replacement	4						Usually involves a vehicle impact situation. However, it can also be associated with substantial deterioration of the beam.	
	Scour Mitigation	4						If severe scour has already occurred, resulting in a low scour critical rating, and possibly low substructure condition rating.	
	Bridge Deck Overlay (includes deck patching and keyway repair if needed)	4		≤4					
	Pile Repair - NOT ALLOWED			≤4				This Improvement Type is provided for information only, and is generally not allowed for Federal or State funds; providing Engineered Design for Timber Pile Repairs is problematic.	