



# Interoffice Memo

**DATE:** January 17, 2019  
**FROM:** Bill DuVall, State Bridge Engineer  
**TO:** File  
**RE:** Local Bridge Replacement Program (LOCBR) – Guidance for Estimating Right-of-Way Contributions by Local Governments

The Local Bridge Replacement Program (LOCBR) relies on a commitment of the local government contributing to the project in the right-of-way phase. The Department funds preliminary engineering, utility coordination, construction, and a portion of the right-of-way phase in this Program. After the local government’s initial letter of support is received, a Memorandum of Agreement (MOA) is drafted to include the local government’s portion of the right-of-way phase. Guidance for estimating the amounts will be based on a project’s anticipated complexity as defined in the following table:

Level of complexity	Local Government Contributing Amount to ROW Phase <sup>1</sup>	Notes
Tier 1	\$50,000	Utilizes offsite detour with candidate bridge restored in-place.
Tier 2	\$75,000	Likely on-site detour or potentially stage construction with greater footprint than Tier 1.
Tier 3	TBD (\$100,000 or as determined by ROW recommendation)	Defined as more complex bridge replacement, (potentially off-set alignment) with larger impacts than Tier 2.

<sup>1</sup>Right-of-way impacts will be minimized by way of practical bridge design and any additional right-of-way costs or needs determined after the execution of the MOA will be the Department’s responsibility. Any unused portion of the requested amount will be refunded to the local government.